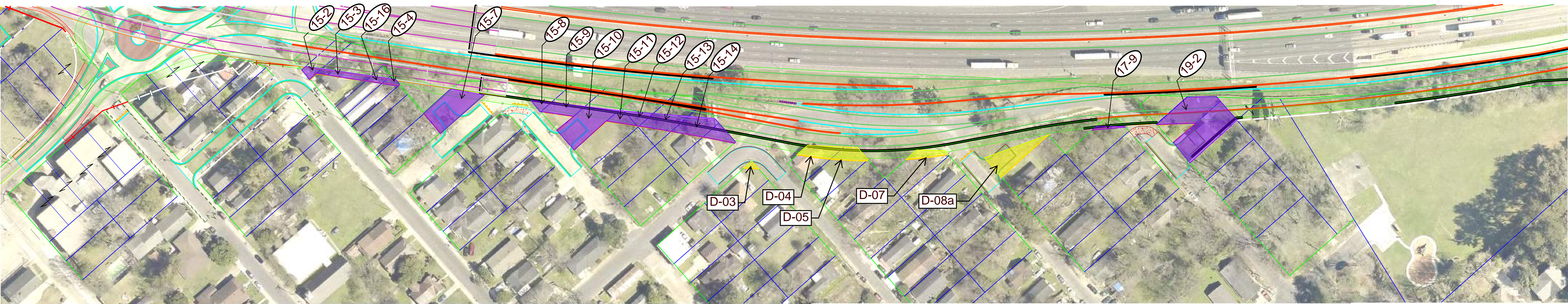


APPENDIX H

Refinements to I-10 Eastbound

I-10 EB REFINEMENT - ADDITIONAL REQ'D RIGHT OF WAY

(ORIGINAL REQ'D R/W TO NEW REQ'D R/W)



- LEGEND**
- PROPERTY PARCELS IMPACTED UNDER BOTH ORIGINAL AND NEW DESIGN (##-#)
 - ADDITIONAL PROPERTY PARCELS IMPACTED AS A RESULT OF NEW DESIGN (D-##)

I-10 CMAR: I-110 Ramp Briefing to DPW

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 5/2/2024 1:00 PM

Location: DOTD Room 113D

PURPOSE

FHWA's review of the IMR requires modification to the Washington Street (Lorri Burgess Avenue) on-ramp by extending it to I-110 northbound. This meeting is to brief City-Parish Public Works administrators of this need, required ROW, and proposed 1-way treatment of S. 11th Street.

ATTENDEES

Fred Raiford and Tom Stephens – EBR C-P DPW
Nicholas Olivier – DOTD
Bob Schmidt – COREX10, Huval
Sherri LeBas – COREX10, GEC
James Taylor – COREX10, Franklin Associates

MEETING NOTES

The meeting began with Fred inquiring about the limits of CMAR Segment 1. Nick explained that CMAR Segment 1 will end at the Perkins Road on/off ramp instead of Acadian Thruway. Therefore, the amenities for the Perkins Overpass area will not be in Segment 1 but included in a future segment.

Nick explained that the purpose of today's meeting is to discuss a revision to the current design of the I-10 WB entrance ramp from Washington Street onto I-10. The current configuration allows a very short distance for motorist to weave over multiple lanes of traffic to access I-10 WB in order to cross the Mississippi River Bridge. This configuration was included in the approved FONSI that was issued by FHWA in February of 2021. During the design phase of the project, the IMR (Interstate Modification Report) was recently completed for Segment 1 and submitted to FHWA. FHWA's review comment requires a physical barrier to prevent traffic from weaving across I-10 WB to access the Mississippi River Bridge. This change will eliminate this weaving hazard. Instead of a physical barrier. Signage was proposed as a mitigation instead of a physical barrier, however, this is not acceptable to FHWA. Therefore, the new design will include a physical barrier and the ramp from Washington Street (Lorri Burgess Ave.) will be extended for entry onto I-110 NB.

2024 House Concurrent Resolution 74 (HCR74) by State Rep Dixon McMakin to close the Washington Street exit from EB I-10 was discussed.

The topic of conversation returned to the revision of the design plans in the westbound direction. Due to the extension of the I-110 NB entrance ramp from Washington Street and the need for additional right of way, S 11th St. will need to be converted from a two way street to a one way street between Myrtle and South Blvd. (See Attachment)

The attendees reviewed the S. 11th Street and surrounding area on Google Map.

Nick inquired about the type of messaging required for this change. Fred responded that he would first want to meet with Councilwoman Coleman, present to elected officials as appropriate, and hold a community meeting to provide information and obtain feedback.

Shifting the sidewalk from the east to the west side of S 11th Street was discussed, however, after further review, this would require additional right of way from a residential property owner and construction of a retaining wall due to the topography.

Tom noted that not only do the final conditions need to be considered but also conditions during construction for access to these properties. Discussion included the potential of allowing local traffic only and that detours are available one block either east or west of S 11th St. Providing access to the BREC recreation center and Expressway Park was also discussed.

The termination of Segment 1 at the Perkins Road on/off ramps was again discussed. Since the project will now end at Perkins, the on/off ramps will remain upon completion of Segment 1. The additional lane on I-10 EB will end as an exit only to Perkins Road.

The street in front of Ivar's is not really a public street. The widened interstate will consume part of this street (DOTD ROW) with new columns, so vehicles will be eliminated from using this driveway. It may become a shared use path. (non-vehicular) DOTD may consider interim CC/CSS amenities for the Perkins area.

Bob noted that the properties along this corridor in the Perkins Road area will experience interstate construction impacts twice.

To summarize the conclusion of the discussion of the design revision to extend the I-10 entrance ramp from Washington Street (Lorri Burgess) to access I-110 NB only, Fred will coordinate with DPW's Cyndi Pennington to conduct a traffic count on S 11th Street. This will provide DPW with both volumes and directionality. The street is currently only about 20 feet wide.

Fred asked for a copy of the I-110 ROW exhibit for use in conversing with Councilwoman Coleman.

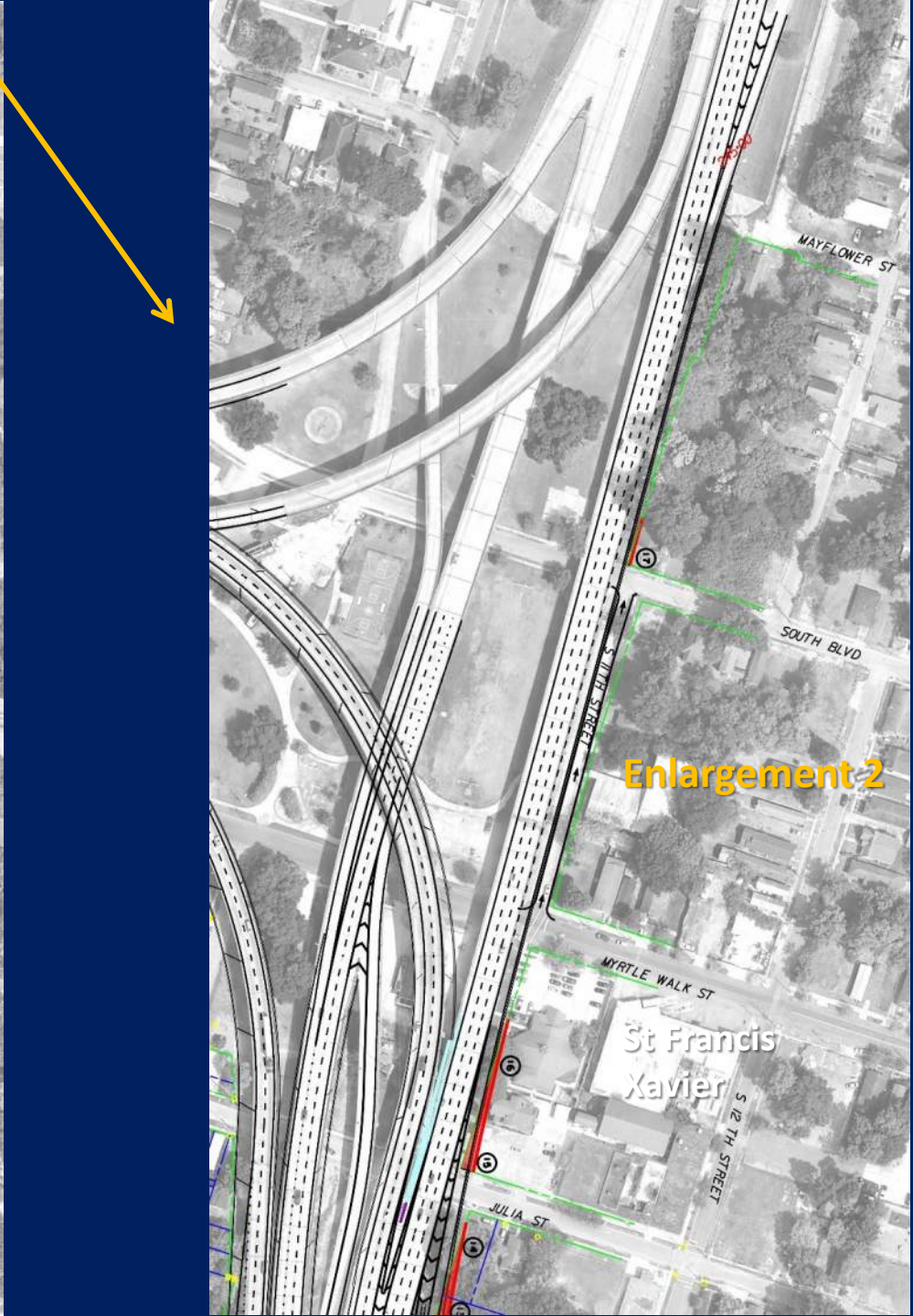
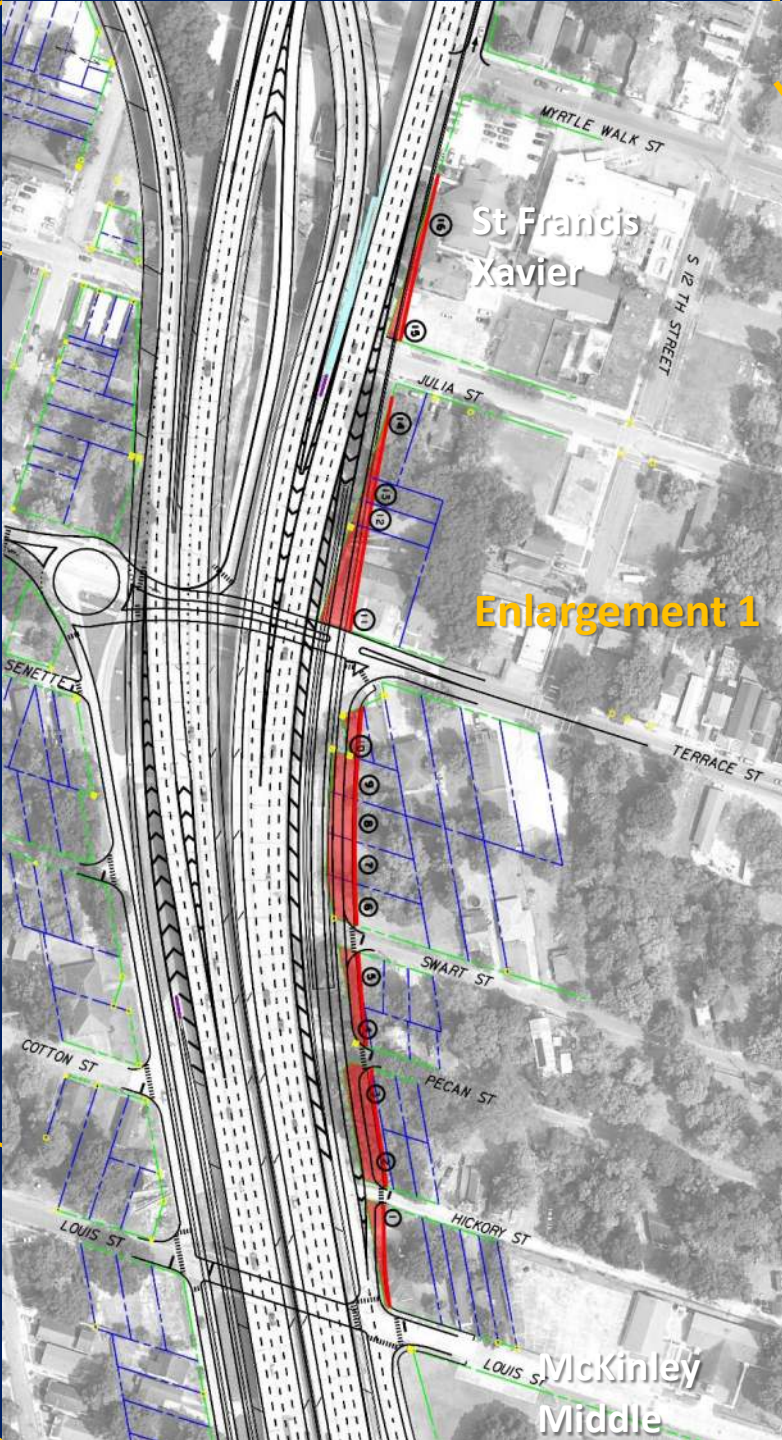
A summary of the Action Items include the following:

1. Bob will send ROW exhibit to Fred and Tom.
2. DPW will conduct traffic count study on S 11th Street
3. DPW will convene a meeting with Councilwoman Coleman

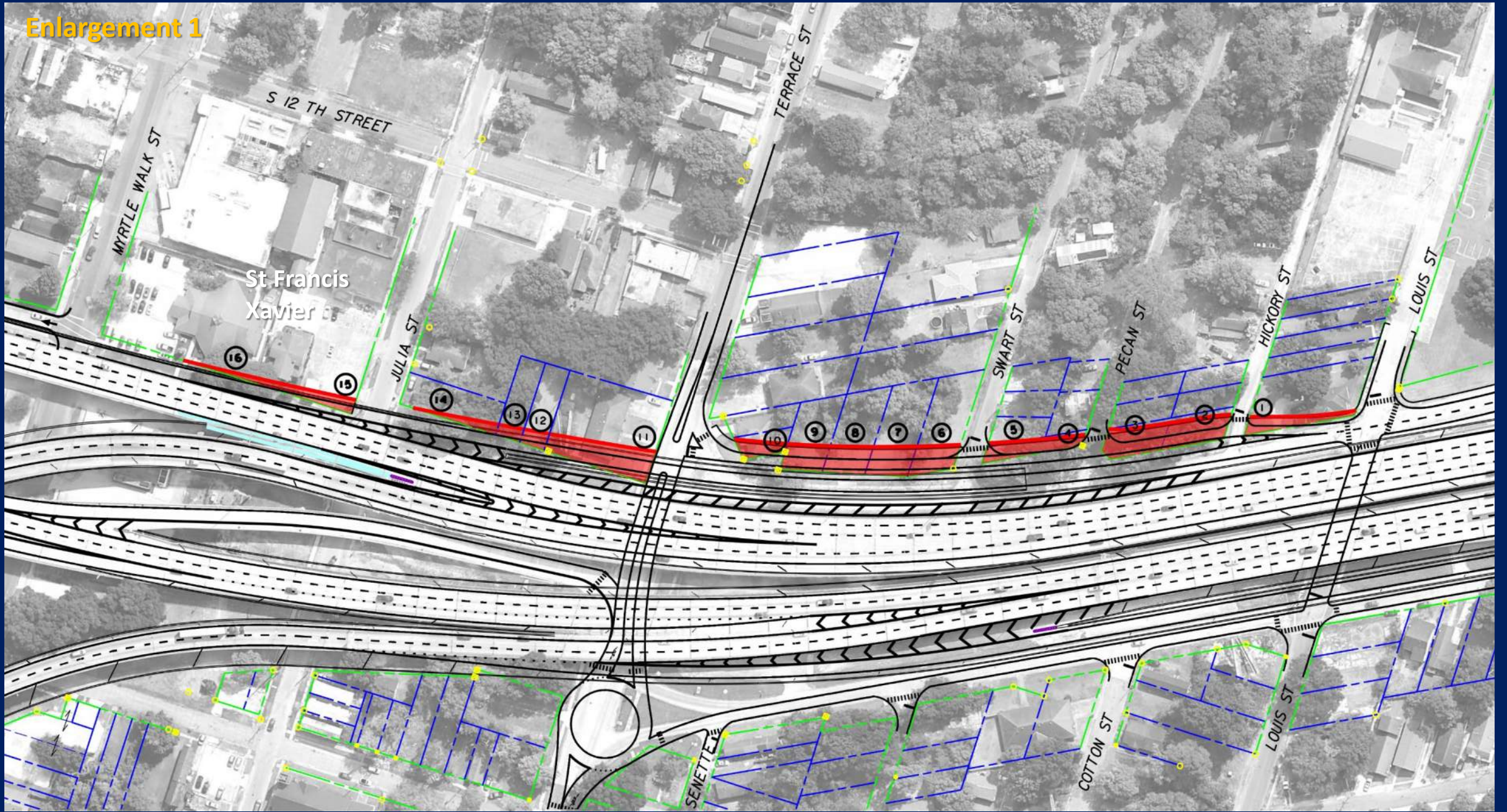
ADJOURNED

Required Right of Way for northbound ramp from E. Washington / Lorri Burgess Street to I-110.





Enlargement 1



Enlargement 2





S. 11th Street looking north from Myrtle



1200 S 11th St
Baton Rouge, Louisiana



BREC
Rec. Center

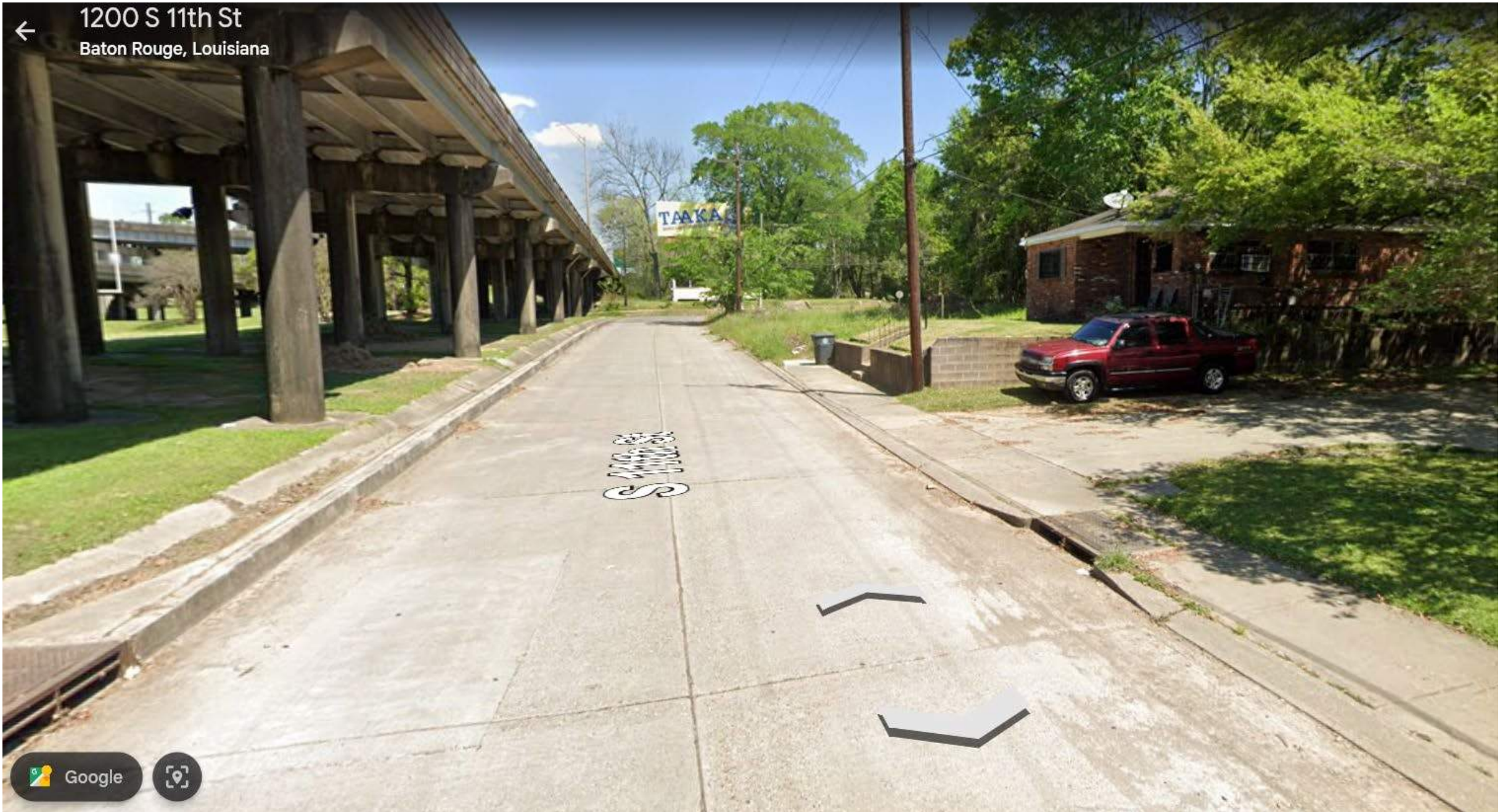
S 11th St





1200 S 11th St

Baton Rouge, Louisiana



← 1198 S 11th St
Baton Rouge, Louisiana



917 S 11th St
Baton Rouge, Louisiana



11th Street looking north at South Blvd.

← 1298 S 11th St
Baton Rouge, Louisiana



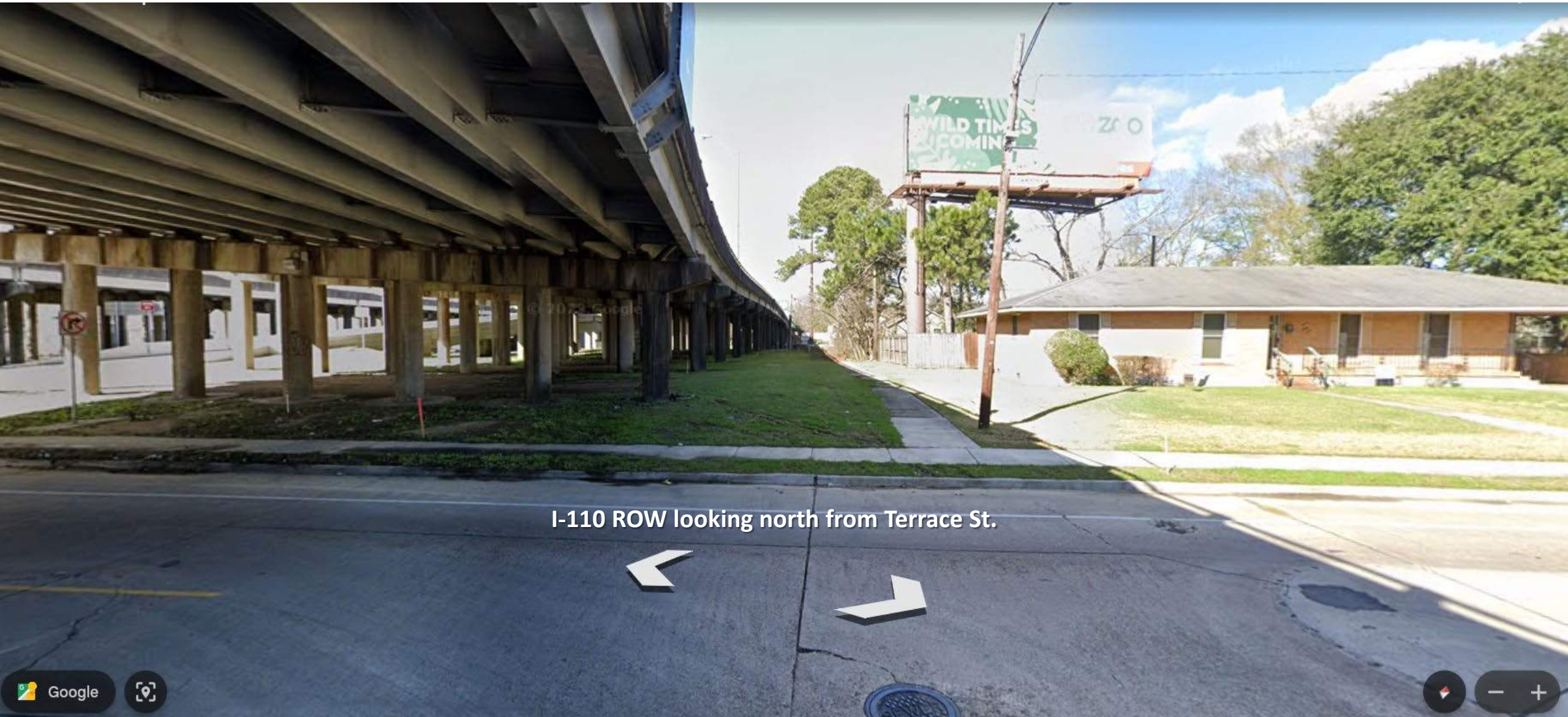
S. 11th Street looking north from Myrtle

S 11th St



St. Francis Xavier Catholic Church
(view facing south from Myrtle St.)





I-110 ROW looking north from Terrace St.

Agency/Stakeholder Outreach

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/2/2024 8:30 AM

Location: DOTD HQ: Room 113 D

PURPOSE

Discuss the refinements to I-10 EB and I-10 WB from the I-10/I-110 Interchange to Dalrymple Drive and receive feedback for the NEPA Reevaluation.

ATTENDEES

Nick Olivier (DOTD)

Noel Ardoin (DOTD)

Sherri LeBas (GEC, COREX10)

James Taylor (Franklin, COREX10)

Perry Franklin (Franklin, COREX10)

Carolyn Coleman (Council member, District 10)

Fred Raiford (DPW, EBR)

Sarah Edel (DPW, EBR)

MEETING SUMMARY NOTES

James began the meeting with introductions and then asked Nick to provide an overview of the purpose of the meeting.

Nick outlined the meeting's objectives, focusing on adjustments to the I-10 geometry in both eastbound and westbound directions between the I-10/I-110 Interchange and Dalrymple Drive, which addresses the policy points from the FHWA's review of the Interchange Modification Report (IMR). In the eastbound direction, FHWA noted that the NEPA design places the consolidated Washington Street and Dalrymple Drive exit ramp within the system interchange of I-10/I-110, and requested alternatives for its relocation outside the interchange. The adjustment of moving the exit out of the system interchange would allow for an exit to Dalrymple Drive but not to Washington Street. In the westbound direction, the entrance ramp from McCalop Drive connects to I-10 WB in a manner that necessitates traffic weaving across multiple lanes to reach the Mississippi River Bridge. To mitigate this weaving, the entrance ramp needs to be extended to connect with I-110 NB. Nick mentioned that James would be providing a presentation for further clarification, emphasizing that the meeting's goal is to gather feedback from Fred and Ms. Coleman. The next steps involve engaging in focused public input from affected property owners and also individuals within the designated community outreach area.

Fred asked about a recent solicitation concerning the closure of the Washington Street exit. Nick clarified that this solicitation pertains to a distinct project initiated by DOTD aimed at closing the existing I-10 EB Washington exit. This closure is a result of a resolution passed earlier this spring by Representative Dixon McMakin.

Nick addressed the I-110 SB Terrace Street exit ramp, noting its removal from the I-10 Widening project during Stage 1 to facilitate quicker installation. This change aims to direct I-110 SB traffic to exit at Terrace Street, reducing the need for drivers to navigate across multiple lanes to reach the Washington Street exit. He also highlighted the analysis of Streetlight data, which reflects travel volumes on roads and highways, indicating that the impact of the I-10 EB closure to Washington Street will be minimal. According to the traffic data, only 10% to 15% of motorists heading to Washington Street utilize the Washington Street exit, meaning that the majority, approximately 85% to 95%, are accessing it via the I-110 SB Terrace Street exit. The review of the streetlight data confirms that only a small number of users of the I-10 EB Washington Street exit will be affected. Public outreach for this modification will soon be initiated.

James initiated the PowerPoint presentation to elaborate on the proposed refinements, with the presentation attached for reference. During the discussion, Ms. Carolyn Coleman and Fred Raiford raised concerns regarding the safety of the I-110 SB Terrace Street exit ramp, advocating for improved street lighting and intersection control. Nick assured that these issues would be assessed for their feasibility and appropriateness. Sarah inquired about the lighting of the Terrace roundabout, to which Nick responded he would investigate. Ms. Coleman also highlighted the dangers of traffic merging from I-110 WB across multiple lanes to exit at Washington Street.

James stated that informational door hangers would be distributed to residences identified within the EJ area, to which Ms. Coleman suggested that while the door hangers may suffice for some, direct engagement through meetings would be more effective. She proposed hosting a meeting at the Leo Butler Community Center to facilitate communication between the State and the community. Fred stated his support of meeting with the community.

Nick replied to Ms. Coleman that those whose property will be impacted (right of way taking) by the changes would have the chance to engage with representatives from DOTD and their consultants individually.

James then proceeded with the presentation, detailing the geometric adjustments to I-10 EB. A barrier will be installed between I-10 EB and I-110 SB to prevent traffic from weaving to the Dalrymple exit. Motorist on I-110 SB who wish to reach Dalrymple Drive can exit at Terrace Avenue and use the Braddock Street service road.

In discussion the modified design for I-10 EB, several specific parcels were highlighted. For Fairview Baptist Church, it was confirmed that no additional right of way would be required. Certain roadways will be redesigned to terminate in T-turnarounds. The adjusted right of way will not intersect any existing structures; however, there is one residence that will be situated near the Greenway, a multi-use path. Regarding Marcel's property, Perry indicated that acquisition efforts are already underway due to the roundabout, rather than the refined design itself. Nonetheless, negotiation concerning the property have encountered delays due to the ongoing design modifications. Once the right of way parameters are finalized, discussions with Marcel will be prioritized.

James provided an overview of the geometric changes associated with the refinement of the I-10 WB design. Under the updated plan, motorists entering the ramp from McCalop Street will no longer have the option to directly merge onto I-10 WB; instead, they will be directed to access I-110 NB exclusively. This adjustment necessitates the acquisition of right of way (R/W) along the I-10 WB corridor, and as a result, 11th Street will transition to a one-way configuration from Myrtle Street to South Blvd. Fred noted that the Department of Public Works (DPW) had conducted a traffic count on 11th Street, while James clarified that the revised design will not affect the BREC Center.

The modified design for the westbound section of I-10 involves several specific parcels that are under consideration for acquisition. It is expected that three structures will need to be acquired as part of the process. Right of way will need to be acquired from St. Francis of Xavier Church, which includes portions of the parking lot and potentially a shed. Although the main church building at 1120 Myrtle Street is located within a historic district, it is not a historic building and does not contribute to the historic district. In contrast, the Rectory associated with the church campus is a structure contributing to the historic district. It was noted that DOTD is currently collaborating with the State Historic Preservation Office (SHPO) to address these considerations.

Fred remarked that there is a perception among the public that the project plans were finalized and that all preparations were complete, especially given the visible construction activity. In response, Nick clarified that the processes for obtaining Environmental Clearance and IMR approvals are distinct from one another. The DOTD opted to proceed with the Environmental Assessment prior to securing IMR approval.

Ms. Coleman inquired about the timeline for the availability of the list of affected property owners. James indicated that the design team is currently compiling information, and the list should be ready shortly; however, it is important to note that some of the parcels' exact right of way is estimated as additional boundary surveys are being conducted. The list will reflect the expected impacts, such as whether it involves partial land acquisition, complete parcel acquisition, or residential relocations.

Nick mentioned that cards have been prepared for the survey team to distribute in case individuals inquire about the survey activities. He also noted that the DOTD sends notifications to property owners when the survey team is scheduled to access their land. Ms. Coleman shared that she has received calls from residents who are photographing their homes, and Nick speculates that this might be preliminary work being conducted by the contractor. Additionally, Ms. Coleman expressed her desire to invite all affected property owners to a meeting at the Leo Butler Community Center to engage in discussions regarding the design modifications.

Nick detailed the approach DOTD took in reaching out to property owners along Braddock Street when additional R/W was needed, noting its success. We conducted individual meetings with each property owner to ensure personalized communication. He raised a concern regarding the potential lack of individual attention if all property owners were gathered in a single meeting. In response, Ms. Coleman asked for a list of property owners affected so that she could have the opportunity to contact them prior to letters being issued for a meeting with DOTD. She also mentioned her interest in attending the upcoming meetings with each property owner.

Following our discussions, the path forward for outreach to impacted property owners was outlined as follows:

- A comprehensive list of the impacted property owners will be compiled and shared with Ms. Coleman, enabling her to initiate contact with them.
- A few days after the list is provided to Ms. Coleman, DOTD will mail letters to each property owner, extending an invitation to a meeting with DOTD to discuss the design refinements and impact to their property so that their questions can be answered.

In addition, for the identified EJ community, the following outreach was discussed:

- In a week or two, door hangers with information about the design refinements will be placed on the doors of properties within the identified EJ community.
- After the placement of door hangers, Ms. Coleman suggested holding a community meeting at the Dr. Leo Butler Center where the project team could describe the design refinements in terms with illustrations understandable to the audience for the identified EJ community and the property owners affected.

Meeting adjourned



I-10 CMAR Project

Baton Rouge, Louisiana
State Project # H.004100

Briefing to Stakeholders
October 2024



i10br.com

Agenda

1. Project Overview
2. Design Refinements
3. Public Engagement Plan



The Total Project

Overarching 9-Mile I-10 Project Corridor

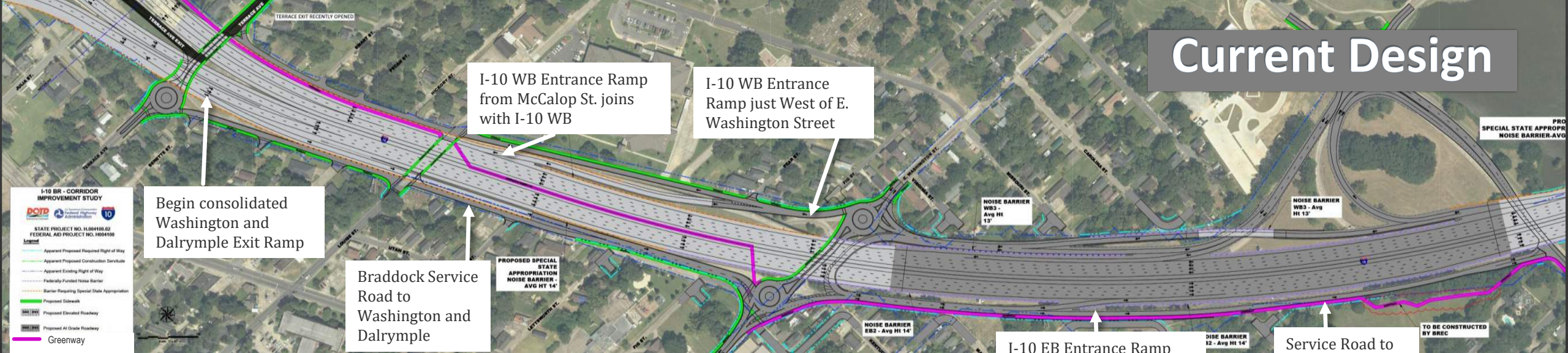
I-10 CMAR Segment 1

I-10/12 College Drive "Flyover" Design Build

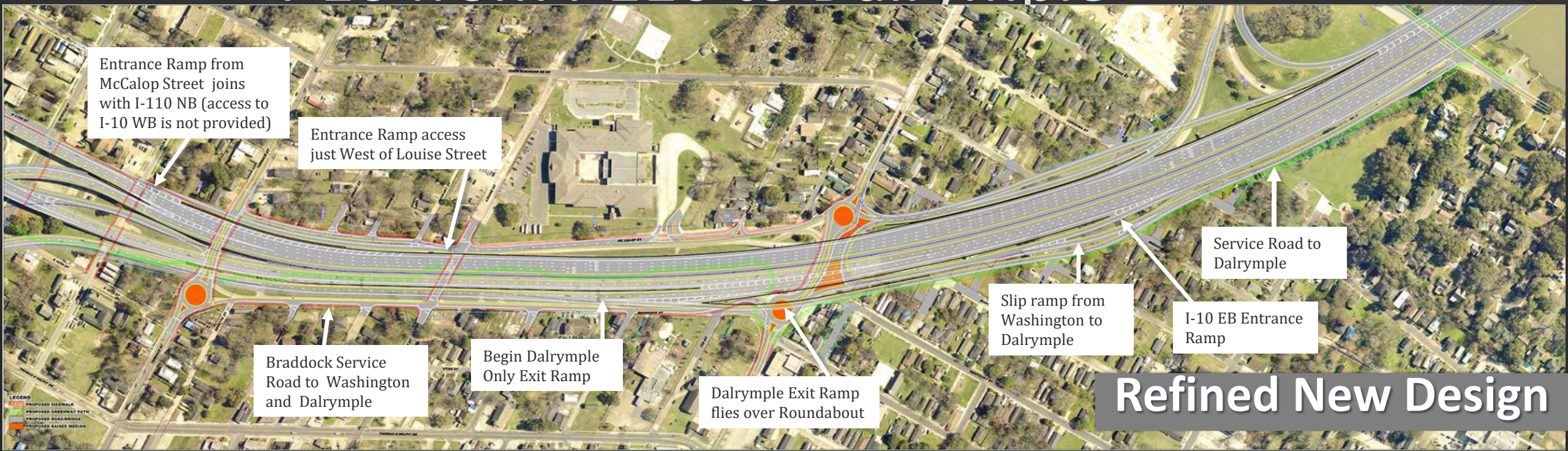
Two Separate Contracts



Refinement of I-10 from the I-110 Interchange to Dalrymple Drive



I-10 from I-110 to Dalrymple



Current Design



I-10 & I-110 Interchange



Refined New Design

I-10 & I-110 Interchange



Refined New Design

- On-ramp from McCalop St. is extended to the Government Street exit ramp and serves I-110 NB only.
- S. 11th Street converted to one-way northbound.

To/From Bridge

ROW Requirements
I-110 Interchange to Dalrymple Drive

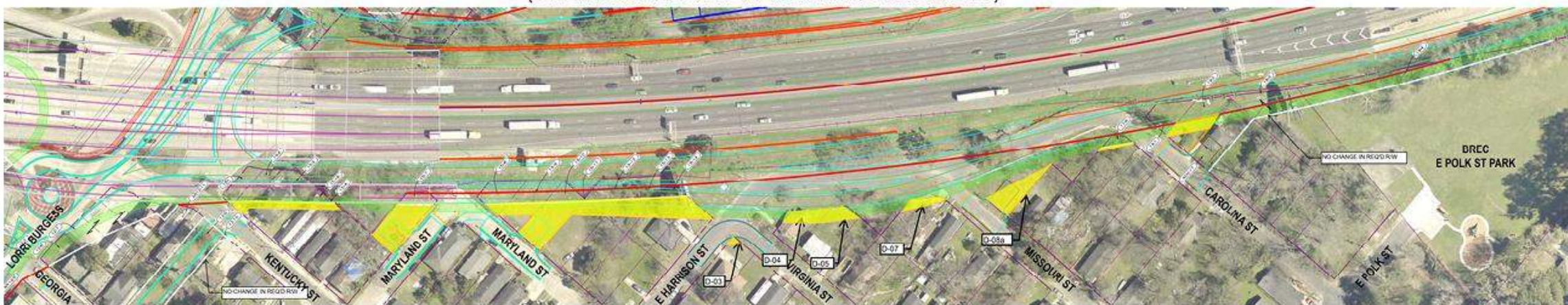
Right-of-Way Requirements for Design Refinements

I-10 WB - ADDITIONAL REQ'D R/W



I-10 EB - ADDITIONAL REQ'D R/W

(ORIGINAL REQ'D R/W TO NEW REQ'D R/W AREAS)



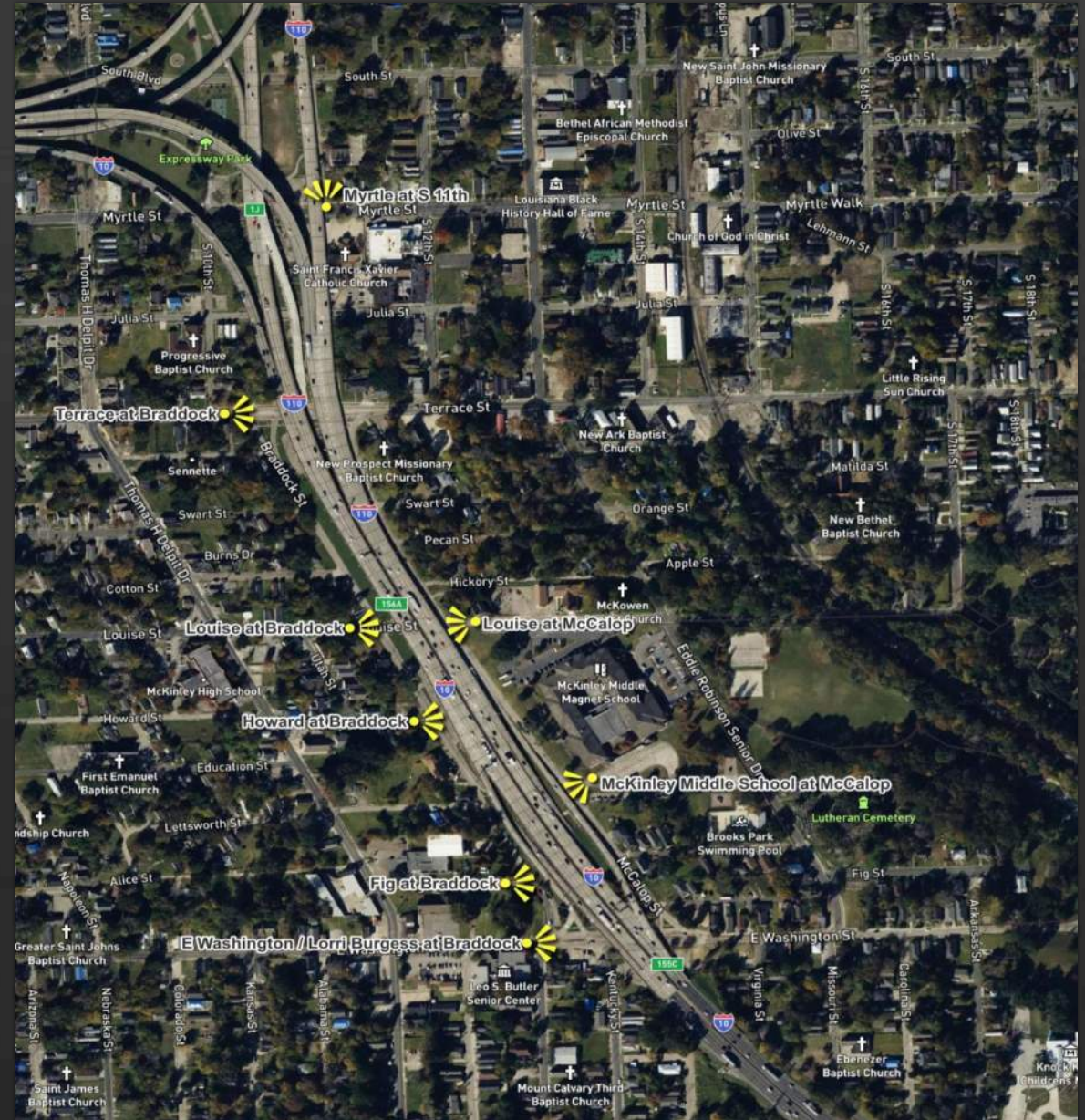
I-10 Design Refinements

Street-Level Illustrations

Illustrations of Proposed Future Conditions

Vantage Point Map of Illustrations

- ◆ Artist's illustrations of street-level views from the adjoining neighborhood were prepared.
- ◆ Eight locations, as indicated on the map at right.
- ◆ Each features a "before" and "after" view, based on previous design versus new refined design.



SOUTH 11TH AND MYRTLE STREET



NOTE: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.

MCKINLEY MIDDLE SCHOOL



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

LOUISE AND MCCALOP STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

TERRACE AND BRADDOCK STREET



REFINED DESIGN (NO SIGNIFICANT CHANGES)

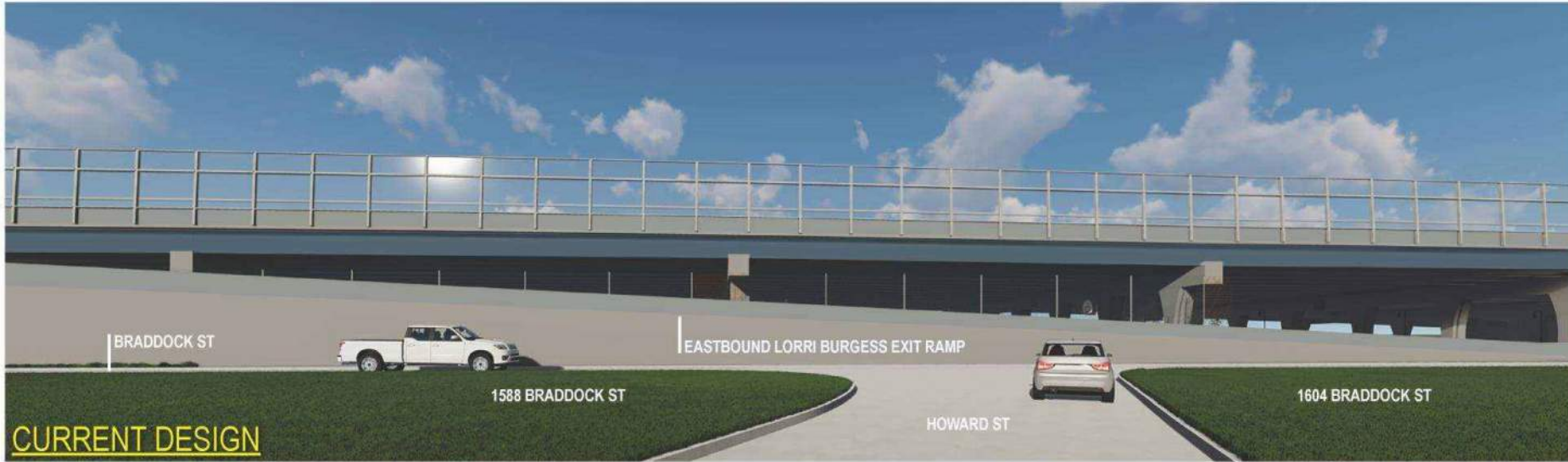
NOTE: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.

LOUISE AND BRADDOCK STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

HOWARD AND BRADDOCK STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

FIG AND BRADDOCK STREET



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LORRI BURGESS AND BRADDOCK STREET



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PUBLIC COMMENTING & ADDITIONAL INFORMATION

I10BR.COM

INTERSTATE 10 I-10 BR LA 415 to Essen

MENU

SUBMIT A COMMENT

NAME
John Doe

FIRST LAST

EMAIL PHONE ZIP CODE
johndoe@aol.com (225) 999-9999 70802

LEAVE YOUR COMMENT
My comment is...
SUBMIT

× CLOSE

- Project Info +
- Updates +
- Project Area +
- Contact -
- Submit a Comment
- Get Involved
- Archive +

f YouTube

MyDOTD

Or... info@i10br.com

Mention H.004100



**The following presentation was shown
at each meeting with the property
owners**



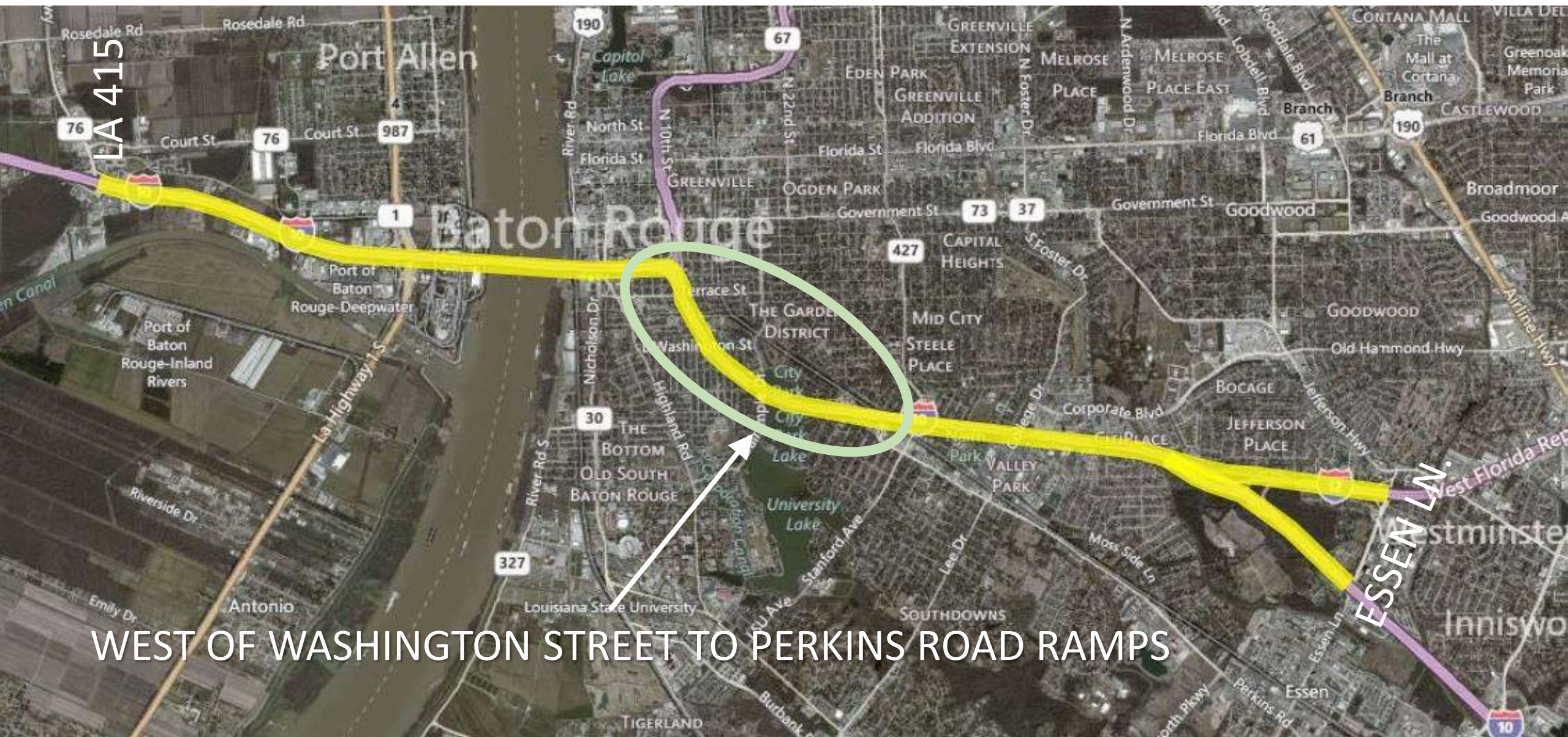
I-10 WIDENING PROJECT BATON ROUGE

Stakeholder Meeting: October 24, 2024
Emily Roan
Apparent Right-of-Way Needs (eastbound)



I-10: LA 415 to Essen Lane on I-10 and I-12

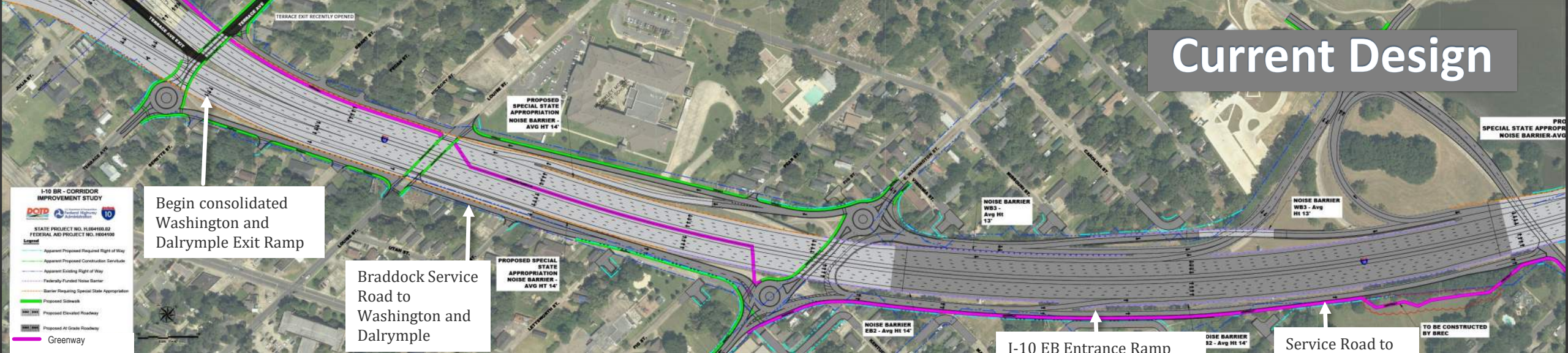
■ SEGMENT 1 PROJECT LIMITS



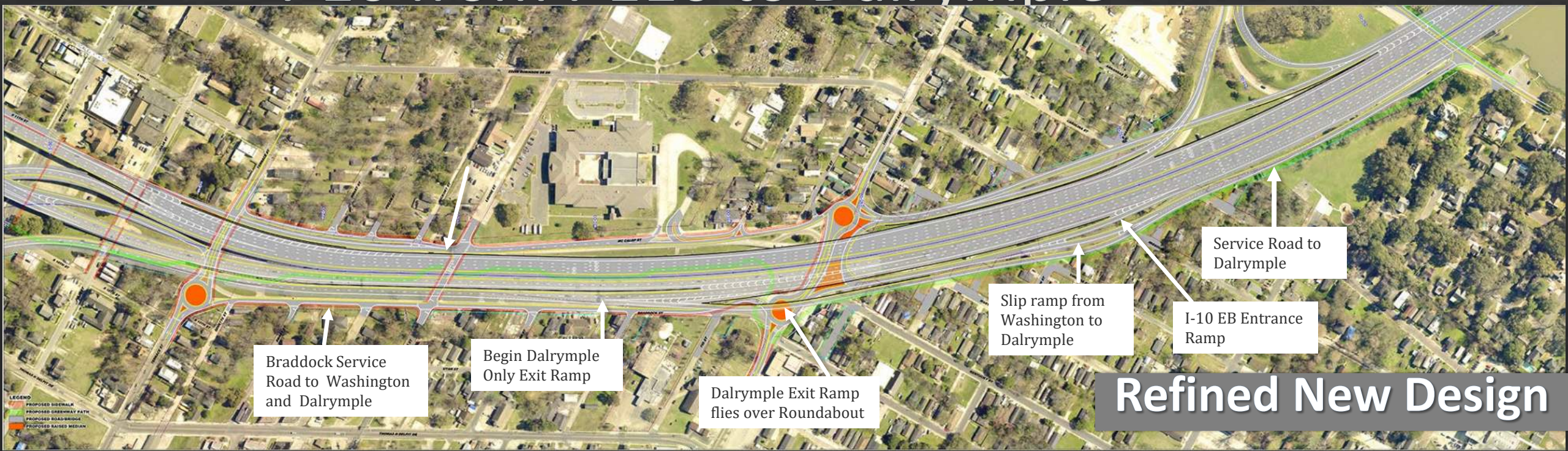
WEST OF WASHINGTON STREET TO PERKINS ROAD RAMPS

Refinement of I-10 from the I-110 Interchange to Dalrymple Drive

Current Design



I-10 from I-110 to Dalrymple



Refined New Design

Current Design



I-10 & I-110 Interchange



Refined New Design



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

**ACQUISITION OF RIGHT OF WAY
AND
RELOCATION ASSISTANCE**

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Revised: July 22, 2021

STATE OF LOUISIANA DOTD BROCHURE

Description of Right-of-Way Acquisition and
Relocation Assistance Process

For More Information

Project Website

PROJECT WEBSITE

Website	Email
www.i10br.com (also sign-up for e-news)	info@i10br.com



I-10 SEGMENT 1 BEGINS

DOTD begins improvements within Segment 1 of the I-10 Project

With the *Finding of No Significant Impact* by FHWA in early 2021, Segment 1, the first construction segment of Phase I, is now going through final design. This part of the corridor is most challenging because it traverses the heart of Baton Rouge within a constrained footprint. It is a priority because improvements to this segment will provide the greatest benefits to Baton Rouge by providing 6 lanes of Interstate which includes two lanes on I-10 eastbound at the I-110 split. Significant construction is expected to start in early 2023.


DOTD is continuing to engage the public through this final design process. Community meetings will be held to refine plans for Context Sensitive Solutions seeking to mitigate impacts of the interstate-to-adjacent communities. Informational meetings will offer opportunities to ask questions and submit comments.


Have a question? [LEAVE A COMMENT](#) [VIEW FEBRUARY 2022 EXHIBITS](#)



I10BR.COM – COMMENT SUBMISSION

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- Project Area +
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MyDOTD



INTERSTATE **I-10 BR**
LA 415 to Essen ☰ MENU

CONTACT

Contact us for the latest progress and information on the I-10 Corridor Study Project.

1201 Capitol Access Road
Baton Rouge, LA, 70802

NAME *
FIRST LAST
EMAIL * PHONE *
ZIP CODE REASON FOR CONTACT
I have a question not addressed in FAQs
MY QUESTION IS...

I-10 CMAR: ROW Stakeholder – Emily Roan

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/24/2024 3:00 PM

Location: DOTD HQ: Room 113 D

PURPOSE

Meeting with property owner Emily Roan and son Leroy Jones, Jr., describing apparent ROW needs due to design refinements, and receive feedback for the NEPA Reevaluation.

ATTENDEES

Nick Olivier (DOTD)

Heather Corsentino (DOTD)

Bob Schmidt (Huval, COREX10)

Emily Roan (property owner)

Leroy Jones, Jr. (son of owner)

James Taylor (Franklin, COREX10)

MEETING SUMMARY NOTES

*FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS.
DECISIONS ARE SUBJECT TO CHANGE.*

James began the meeting with introductions and then provided an overview of the purpose of the meeting – design refinements in response to Federal comments are requiring purchase of additional right of way for the highway project.

James described the differences between the current design and the new refined design for eastbound lanes. Mr. Jones asked for clarifications on access from 110 southbound, using the Terrace exit, and Bob also explained the option for I-10 eastbound (from the bridge) traffic to exit Nicholson/Highland exit to enter the South Baton Rouge neighborhood.

James explained changes to the consolidated Washington/Dalrymple exit resulting in a Dalrymple-only exit. He also explained alternate access to the neighborhood via Washington Street from Dalrymple. Using an exhibit zoomed in on Ms. Roan’s property, James explained the closure of E. Harrison, installation of the T-turnaround on Missouri, and the need for ROW from her property due to both the refined design of the interstate ramps, and also provision of the greenway path as a community amenity.

Mr. Jones discussed the local street closures with his mother Ms. Roan, ensuring she understood. Bob pointed out that the removal of E. Harrison and clipping of the frontage of Roan's vacant parcel left it without vehicular access from a city street. Heather agreed this would likely cause DOTD to offer to purchase the entire parcel.

Heather provided DOTD's Real Estate ROW brochure to both guests, pointing out contact information on the inside cover, and offered to answer any questions. James emphasized that today was an initial informative meeting for us all to meet each other, explain the purpose of the property acquisition, and answer as many questions as possible.

Nick (returning to the room after addressing a phone call) described the overall timeline for project approvals, real estate appraisals, and when the property owners should expect to hear from DOTD next. Approximately one year from now after approvals are secured and appraisals are complete.

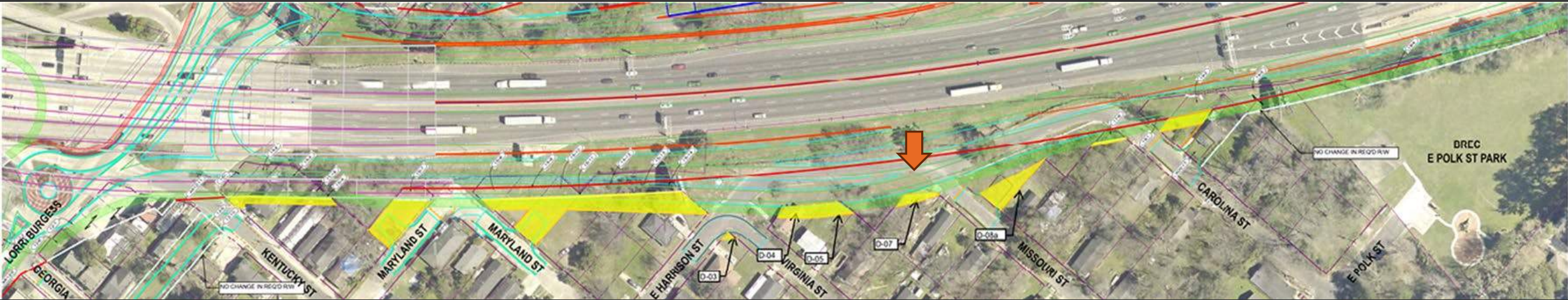
James committed to emailing a copy of the on-screen presentation to Mr. Jones and Ms. Roan, and to keep them informed of project news via their email addresses.

Action Items

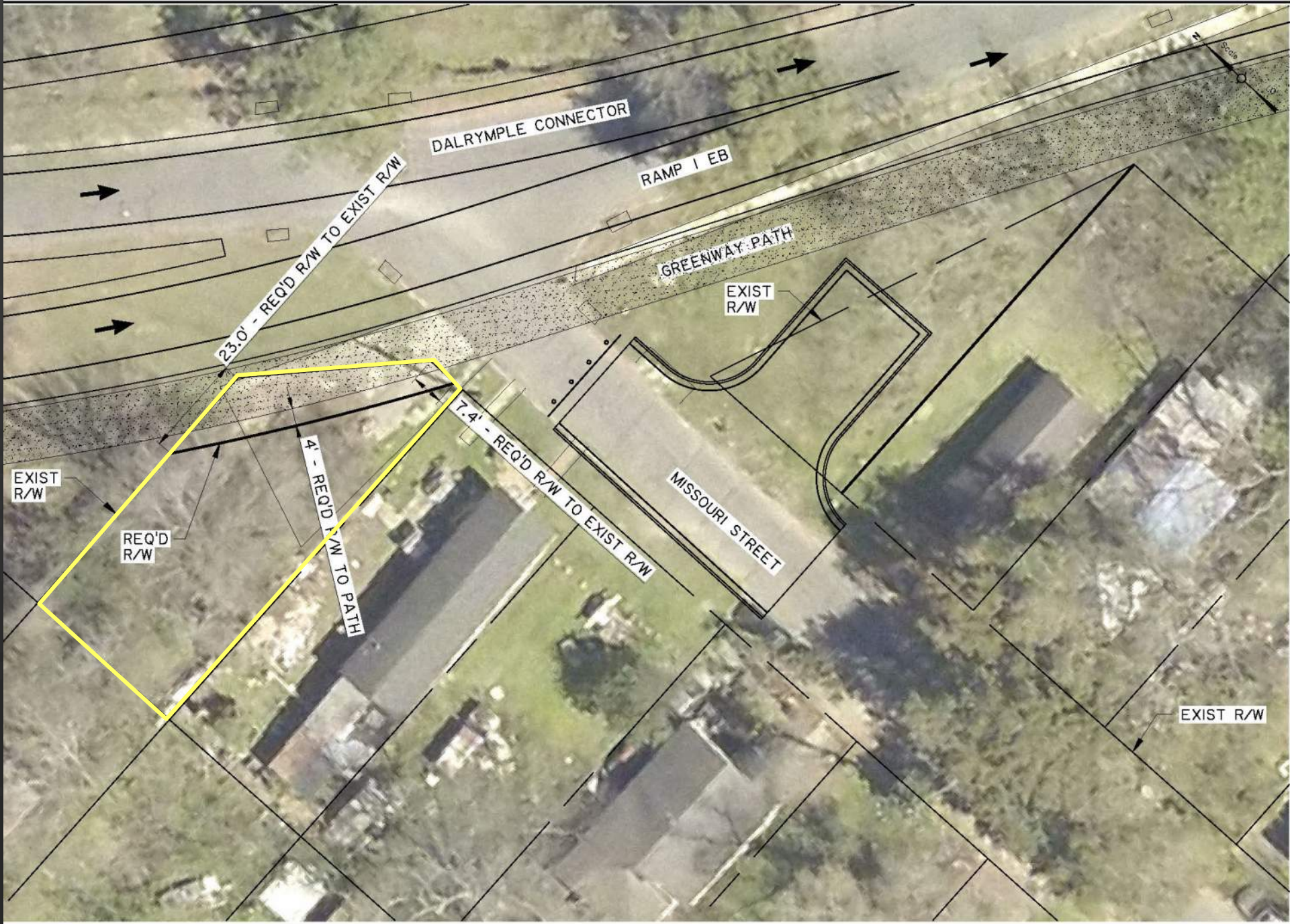
1. James will email a copy of the on-screen presentation to guests.

Meeting adjourned

I-10 Eastbound | Affected Properties



- D-07, 2036 Missouri Street



2036 Missouri Street

I-10 CMAR: ROW Stakeholder – Sharon Robertson

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/30/2024 3:00 PM

Location: DOTD HQ: Room 113 D

PURPOSE

Meeting with homeowner Sharon Robertson, describing apparent ROW needs at 2002 Virginia Street due to design refinements, and receive feedback from her for the NEPA Reevaluation.

ATTENDEES

Nick Olivier (DOTD)

Heather Corsentino (DOTD)

Bob Schmidt (Huval, COREX10)

Sharon Robertson (property owner)

James Taylor (Franklin, COREX10)

MEETING SUMMARY NOTES

*FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS.
DECISIONS ARE SUBJECT TO CHANGE.*

James welcomed Ms. Robertson and introduced project staff in the room. Exhibits describing the eastbound design refinements and specifically the apparent required right of way from a corner of Ms. Robertson’s property were displayed on screen. James provided an overview of the project, described the “current design” eastbound versus the “refined new design” eastbound.

Nick emphasized the community connections and context sensitive solutions which are part of the project in this area, including the multi-use path linking Dalrymple to Expressway Park, lighting, recreation amenities, and more. Ms. Robertson was pleased with these ideas – particularly lighting for safety.

James advanced the slideshow to show 2002 Virginia Street where a corner of the parcel would be required as right-of-way to allow slight adjustment and easing of the curve joining E. Harrison and Virginia Streets.

Ms. Robertson rightly noted that the ROW request of her property would not affect her driveway.

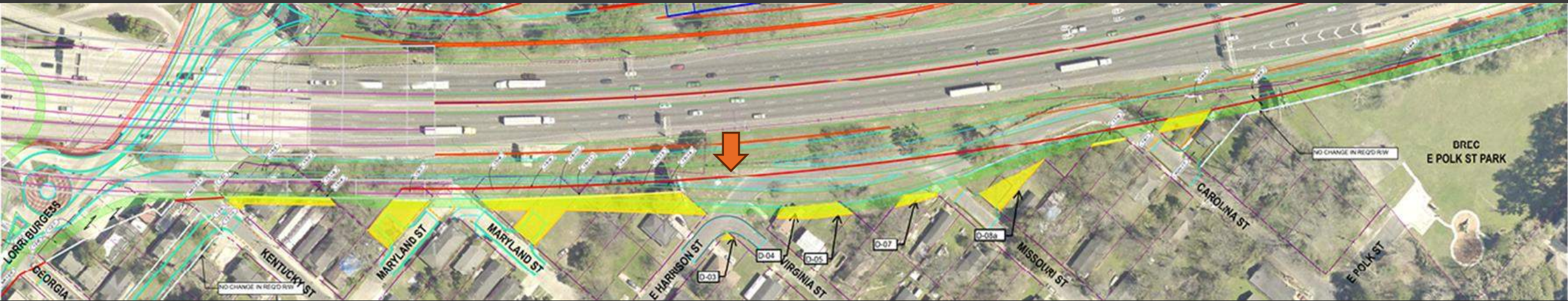
Nick concurred, noting that it only affects areas currently covered in grass, and that she likely would notice little difference. Nick also described the provision of noise walls by the project. Bob noted that the exact position of the noise walls (along the exit ramp or along the mainline) has yet to be determined.

Heather described DOTD's process for negotiating the purchase of land as public right of way. Ms. Robertson voiced no concerns and was complimentary of the proposed interstate improvements. Nick offered to send a copy of today's exhibits to Ms. Robertson.

Meeting adjourned

Following the meeting, James emailed a PDF of the on-screen exhibits describing the apparent required right of way to Ms. Robertson. Additionally, James included direct links to project website content describing the Community Connections amenities including acrylic noise walls, the conceptual plans for context sensitive solutions in the Washington and Perkins areas, and the new City Park Lake bridge.

I-10 Eastbound | Affected Properties



- D-03, 2002 Virginia Street



2002 Virginia Street
(Home on double lot
w/ driveway access
to E. Harrison St.)

I-10 CMAR: ROW Stakeholder – Mazen Helwani

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/31/2024 9:00 AM

Location: DOTD HQ Room 113 D

PURPOSE

Conversation with property owner Mazen Helwani at 2019 Virginia Street. Received feedback for the NEPA Reevaluation.

ATTENDEES

Mazen Helwani (Property Owner, 2019 Virginia Street)

Nick Olivier (DOTD)

Kiawasha Pierre-White (DOTD)

Bob Schmidt (COREX10, HUVAL) (telephone)

Sherri LeBas (COREX10, GEC)

Perry Franklin (Franklin, COREX10)

MEETING SUMMARY NOTES

FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS. DECISIONS ARE SUBJECT TO CHANGE.

Perry welcomed Mr. Helwani and introduced project staff in the room and Bob Schmidt who was on the telephone.

Nick provided the context for the meeting by describing the National Environmental Policy Act (NEPA) process and that a Finding of No Signification Impact (FONSI) was issued by the Federal Highway Administration (FHWA) in February of 2021. Since that time, DOTD submitted the Interchange Modification Report (IMR) to FHWA. FHWA’s review comments require refinements to the I-10 EB lanes, which require additional right of way than what was defined in the NEPA. When this occurs, a NEPA Reevaluation must be developed which requires a meeting with each newly affected property owner.

Perry then presented exhibits describing the eastbound design refinements and specifically the apparent required right of way from Mr. Helwani’s property were displayed on screen. Perry provided an overview of the project, described the “current design” eastbound versus the “refined new design” eastbound.

Nick pointed out to Mr. Helwani that the proposed required right of way line passes approximately through the middle of Mr. Helwani’s vacant piece of property.

Mr. Helwani commented that if this modification helps with traffic flow then he does not have a problem with the change. He also commented that the remainder of his property would not be useable for him to build upon.

Nick explained the multi-use path that will be constructed from Expressway Park to Dalrymple Drive.

Kia explained to Mr. Helwani that DOTD will provide an offer with an option for Mr. Helwani to sell all or part of his parcel. She also explained the negotiations process.

Mr. Helwani expressed that he was planning to build upon the property, but if the property is cut in half, he will not be able to build upon it.

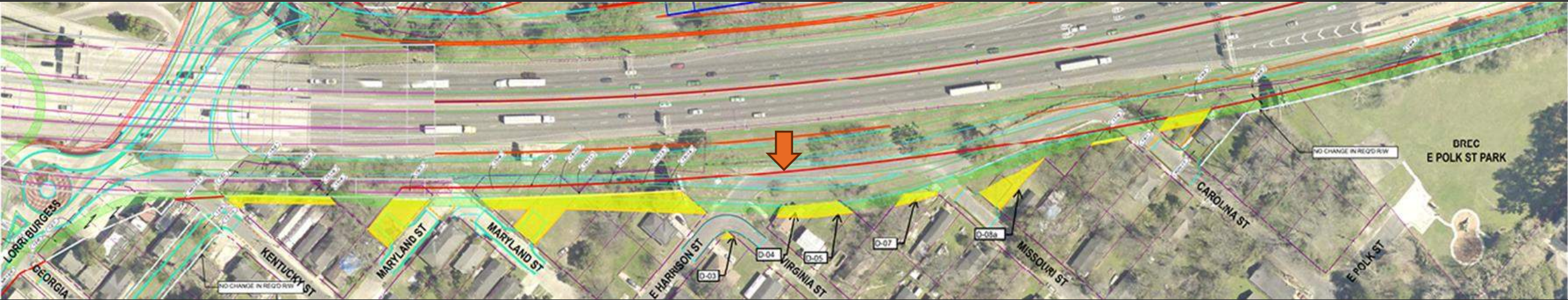
Nick explained that once the NEPA Reevaluation is complete which is expected to be in May, that the right of way mapping and exact dimensions of the property acquisition will be available.

Mr. Helwani commented that the expansion of the interstate is very important in that it will help the whole community. He again expressed his ok with the DOTD proceeding forward with acquiring his property for the interstate improvement project.

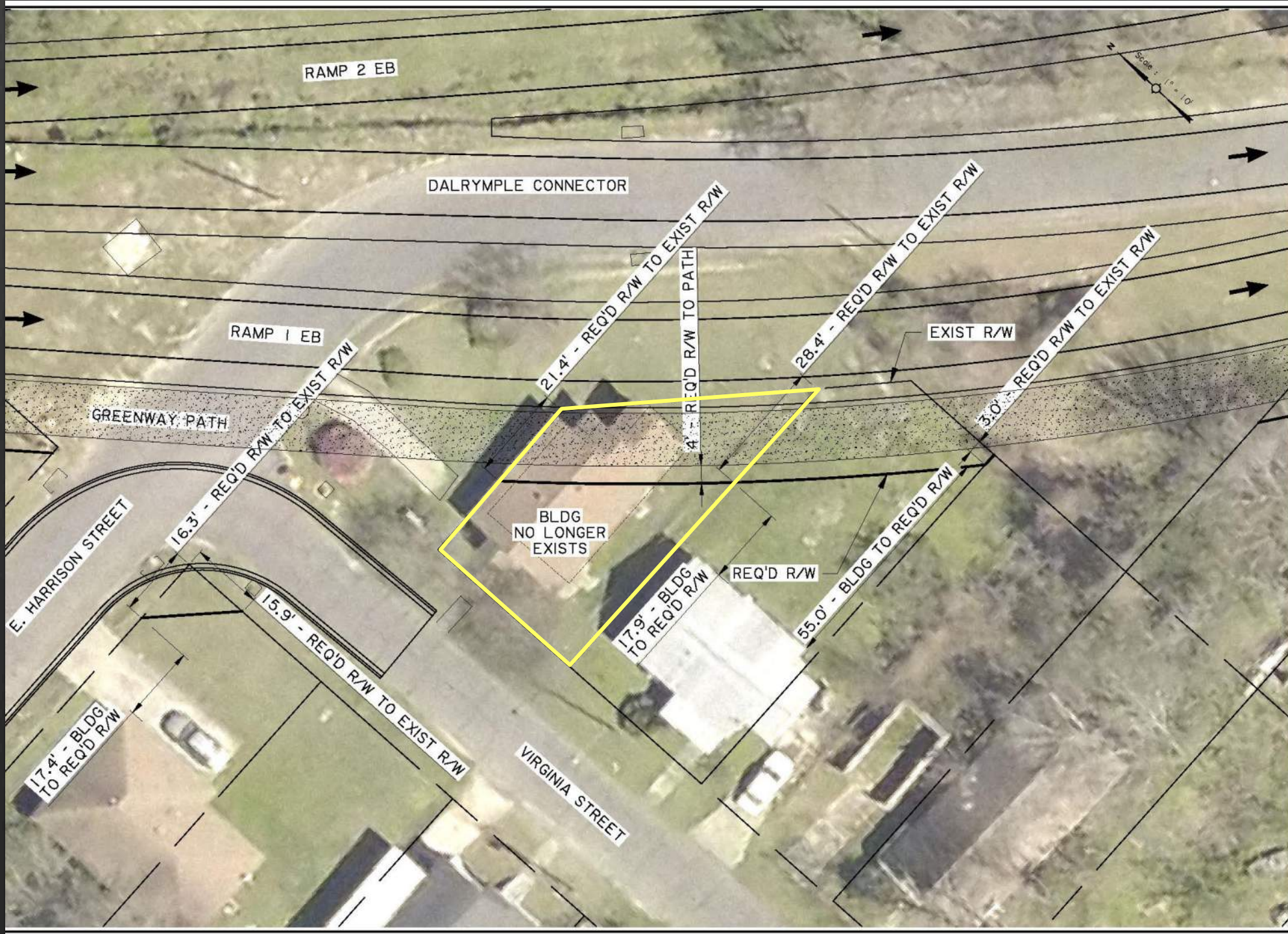
Perry will send the PowerPoint presentation to Mr. Helwani.

Meeting adjourned

Affected Property



- D-04, 2019 Virginia Street



2019 Virginia Street

(House pictured in air photo has since been demolished.)

I-10 CMAR: Stakeholder Briefing – Metro Council Dist. 10 and DPW

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 11/20/2024 8:30 AM

Location: DOTD HQ 1201 Capitol Access Rd., Baton Rouge, LA; Room 113D

PURPOSE

Provide local elected and public works officials with a status update on design refinements to Segment 1 of the I-10 project and subsequent planned community engagement efforts.

ATTENDEES

Carolyn Coleman (Dist. 10 MetroCouncil)
Fred Raiford (EBR DPW)
Nicholas Olivier (DOTD)
Bob Schmidt (Huval, COREX10)

Sherri LeBas (GEC, COREX10)
Perry Franklin (Franklin, COREX10)
James Taylor (Franklin, COREX10)

MEETING SUMMARY NOTES

*FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS.
DECISIONS ARE SUBJECT TO CHANGE.*

James welcomed attendees and initiated the on-screen exhibits.

Nick described the evening meeting held (10/9/2024) at St Francis Xavier Catholic Church to discuss the extension of the I-10 WB entrance ramp to I-110 NB. and He also mentioned the 50 written comments that were received following the church meeting. Nick stressed that DOTD does not want to further negatively impact the church. The decision has been made to pursue complete removal of I-10 WB ramp #1, rather than extend it north to I-110 NB which would have required church property as Right of Way (ROW). Preliminary traffic analysis indicates that no mitigation improvements will be required on existing surface streets as the traffic analysis results show they can accommodate the traffic volume changes.

Fred confirmed understanding that the design refinement is now the full removal of the I-10 WB on-ramp from Washington St.

Nick further explained that the removal of ramp will help satisfy FHWA's policy review comment of the Interchange Modification Report as it will provide an improved design by eliminating the weave of I-10 WB and I-110 NB traffic. Because the ramp is now being removed and property not being acquired for the extension of the ramp, DOTD will not be able to provide mitigation treatments to address noise from I-110 through this H.04100 project in this area

Bob clarified that the removal of the existing ramp is still a change and will require community engagement to inform residents and businesses and will be included in the NEPA Reevaluation. The COREX10 team is preparing for this. Also, DOTD is undertaking a new noise study recognizing the design refinements. Results will identify what areas of noise walls will be federally eligible for funding.

Nick commented on the newly installed acrylic panel noise walls along College Dr flyover, noting that the department is getting feedback from nearby businesses who would prefer the clear panels to maintain views of their businesses. He also further discussed the surface street traffic at Dalrymple Drive and Lorri Burgess Avenue and that the traffic analysis shows no modifications to the current design are needed due to the removal of the I-10 WB entrance ramp.

Fred emphasized his concern is traffic impacts stating he has heard concerns expressed from neighborhood residents. Overall, he concurs that DOTD's new approach is appropriate, but it needs to be communicated to the residents and that the least amount of impact to the people living in the area is critical.

Nick agreed with the public outreach efforts planned for the coming months. Nick reiterated that DOTD won't be able to provide mitigation for noise and vibration through this I-10 CMAR project for the area of the church since ROW will not be required. We can, however, restore parking beneath elevated I-110.

Councilwoman Coleman stated she was in attendance at the church meeting, and that the big take-away is that DOTD won't physically impact the church campus property. She sensed a tone of relief following the meeting.

Fred asked what could be done to mitigate vibration and traffic noise on I-110?

Nick has discussed this issue with others at DOTD and there is a downside to sound absorption treatments. If we cover the steel girders in sound absorption materials it hampers our ability to inspect them.

Fred described concerns expressed by citizens elsewhere along the interstate corridor. Night lighting on portions of I-10 have been turned off due to construction activity, and nearby residents dislike the resulting darkness, feeling it unsafe. Nick will discuss this with the contractor to see where lights might be restored – at least temporarily. The utilities get cut off by Entergy depending on where the electrical feed originates. Sherri commented that having interstate lights on and off inconsistently on a roadway creates dark and light spots which could be a safety issue and that in lieu of lights the striping and reflectorized markers help illuminate the roadway for the motorist.

Coleman asked that this be communicated to the residents and businesses. It would make her and Fred's jobs easier if residents understand why and when.

Nick noted because the ramp will be removed, that homeowner Ivory Lange (1138 Terrace) will no longer be considered for ROW acquisition. Lange expressed a desire to sell and move due to interstate noise during a previous stakeholder meeting. James commented that he will be sending out letters to the WB property owners who previously received letters regarding the proposed extension of the I-10 ramp to I-110 NB will receive new letters retracting the expressed need for property purchase negotiations.

Perry noted that removal of the WB on-ramp, and design refinements of the EB exit to Dalrymple, will change the viewshed of properties along McCalop and Braddock Streets. Their views, currently blocked by ramps, will be opened to see beneath the elevated interstate and future CSS amenities proposed there. Also, removal of Washington Street exit (I-10 EB) will reduce traffic volume on Braddock.

Councilwoman Coleman emphasized the need for the team to relay this information to Rev. Spurlock at Fairview Baptist Church on Braddock Street.

Fred concluded that he believes these results will be fine. There will be no adjustment to S 11th Street north of Myrtle at the BREC recreation center. He is hopeful that these refined plans get approved via the reevaluation document in the spring of 2025.

Action Items

1. COREX10 to conduct public engagement within the EJ community as planned to inform residents, businesses, and institutions of design refinements to the interstate plans.
2. Ensure Councilwoman Coleman's District 10 office is informed of this messaging to the EJ community.
3. Franklin to mail letters to ROW stakeholders along I-10 WB retracting the expressed need for property purchase negotiations.

Meeting adjourned



I-10 CMAR Project

Baton Rouge, Louisiana
State Project # H.004100

Project Briefing
November 20, 2024

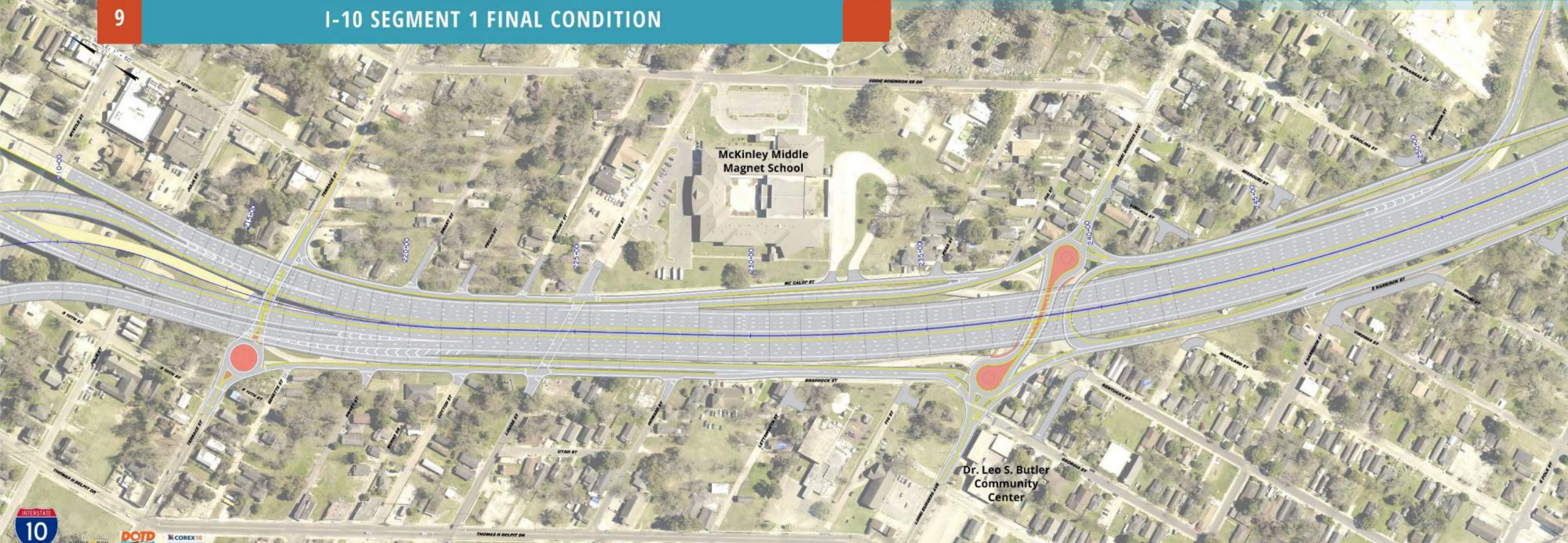


i10br.com

Agenda

1. Approved Design
2. Refined Design
3. Sequence of Construction
4. Project Timeline





DOTD COREX10

I-10 Segment 1, Exhibit 2



I-10 Segment 1, 2024 Refined Design

- I-10 westbound on-ramp from Washington Street is removed.

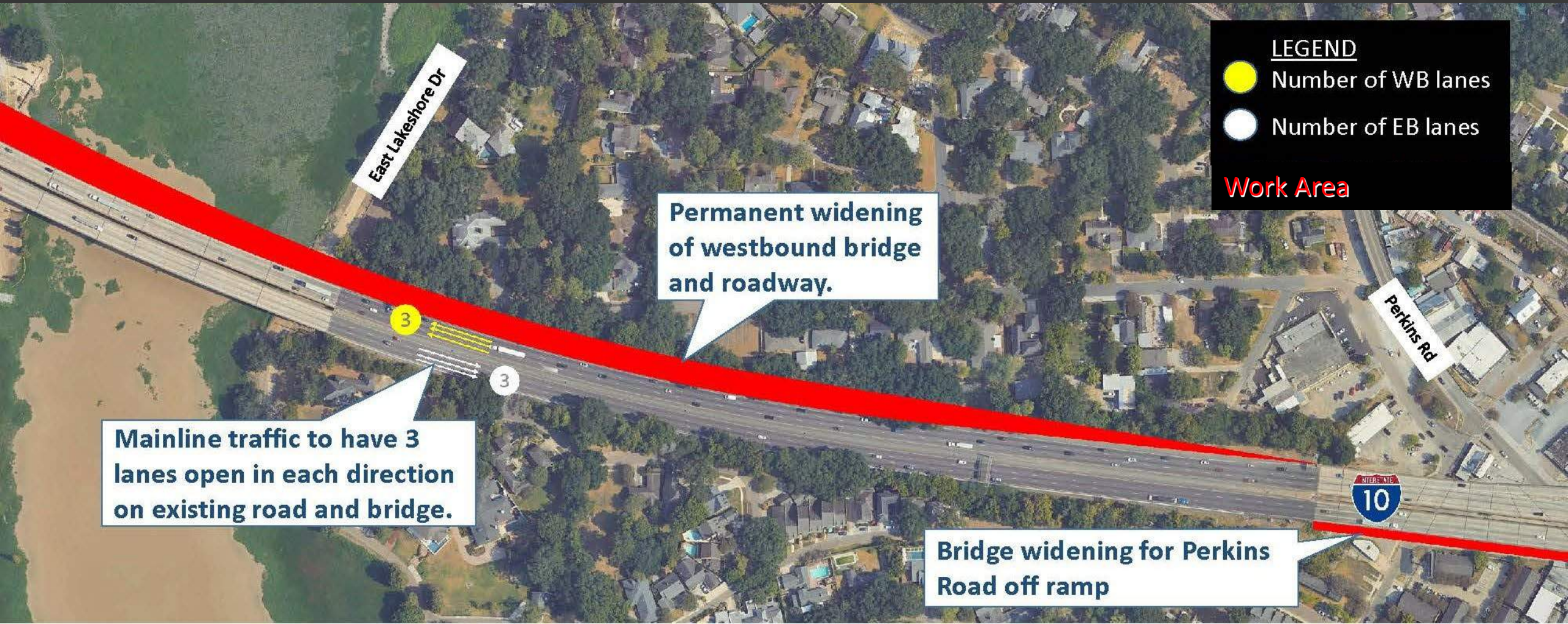


I-10 Segment 1, 2024 Refined Design

- Same as previous, but also showing multi-use path (green) and sidewalks (red)

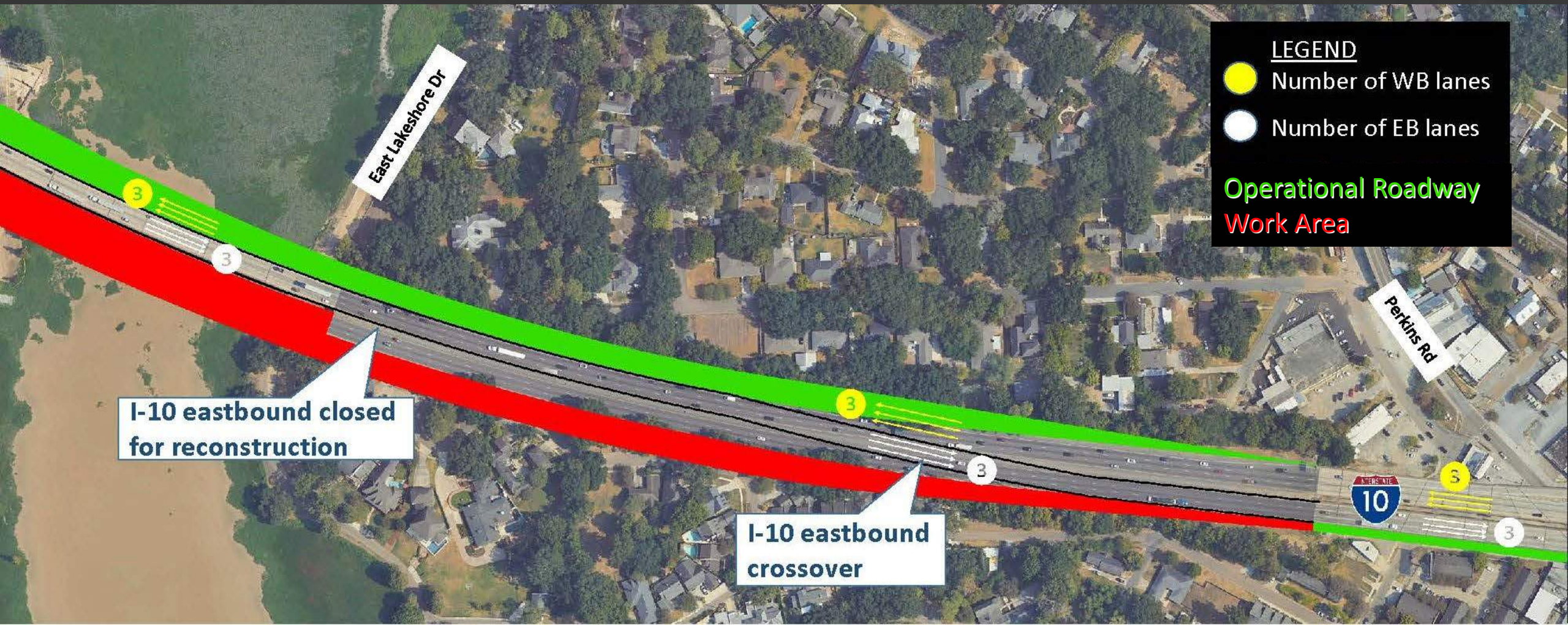
Stages of Segment 1 Construction

Stage 1



Stages of Segment 1 Construction

Stage 2



STAGE 2

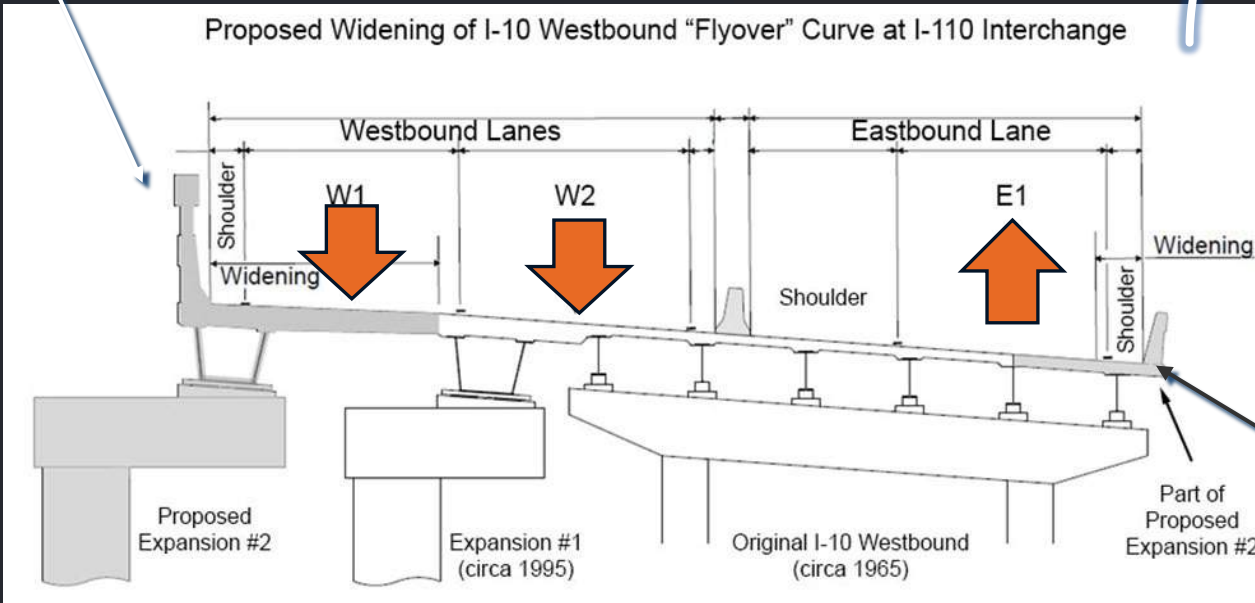
OPERATIONS



Widening on New Substructure

CROSS SECTION VIEW FACING EAST

Proposed Widening of I-10 Westbound "Flyover" Curve at I-110 Interchange



Cantilever Widening

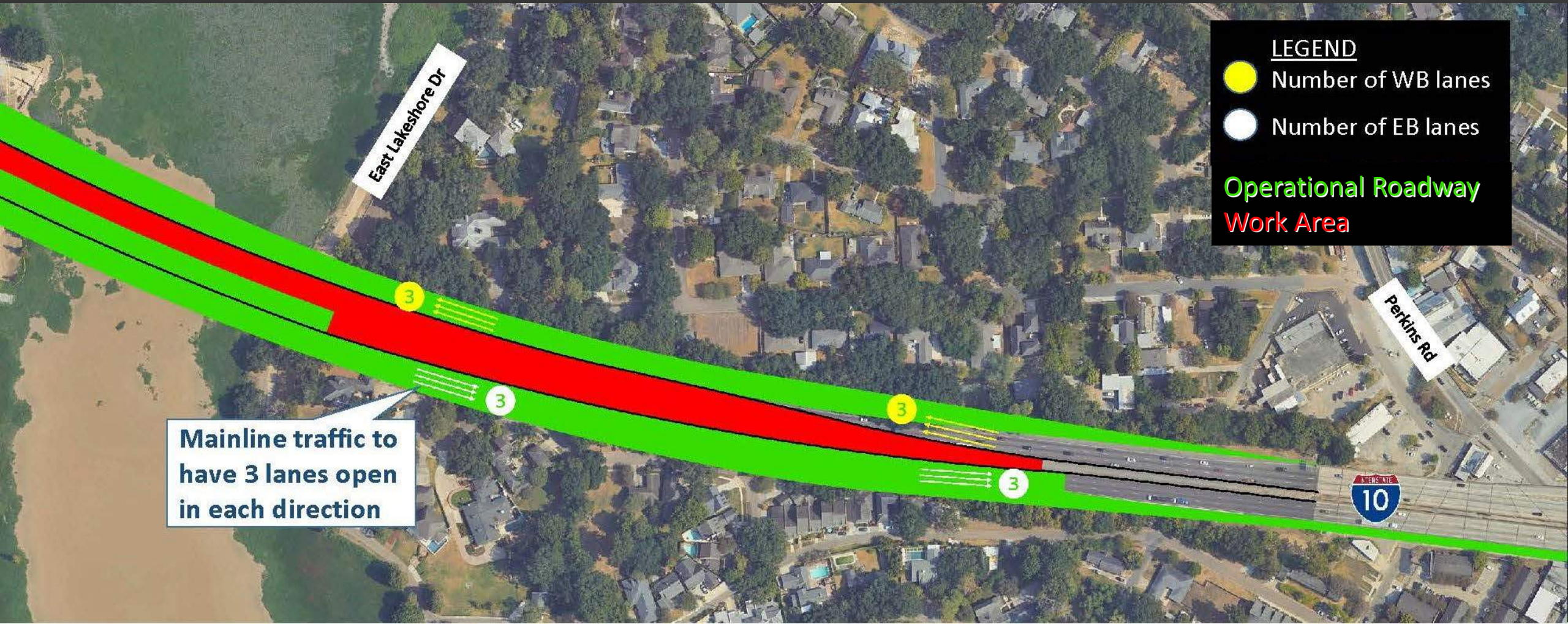
LEGEND

- Number of WB lanes
- Number of EB lanes

Subject to Change

Stages of Segment 1 Construction

Stage 3



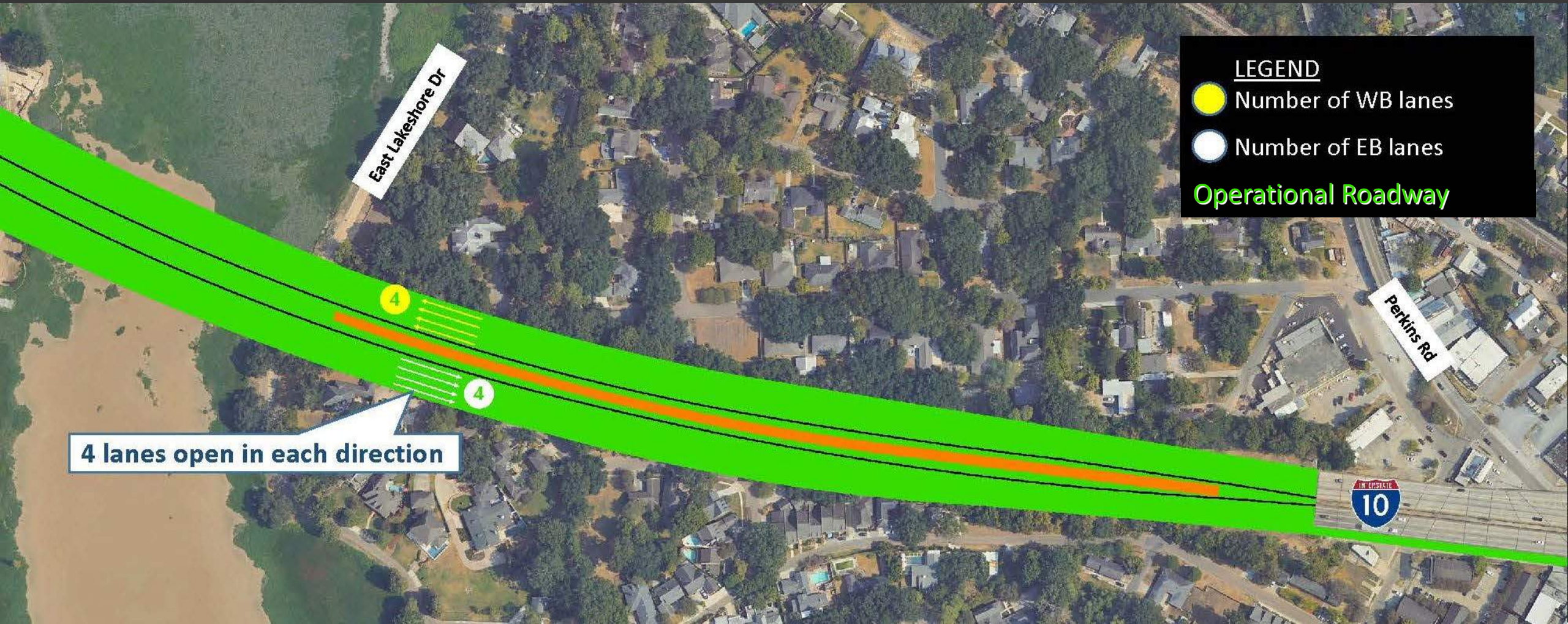
Stages of Segment 1 Construction

Stage 4



Stages of Segment 1 Construction

Stage 5



Stages of Segment 1 Construction

Final



Anticipated Segment 1 Schedule

November 2024
Subject to Change

2023—2025

Stage 1

Permanent construction of WB City Park Lake Bridge

2025—2026

Stage 1
Flyover

Widen Westbound Flyover Curve (inside lane) towards
Mississippi River Bridge.

2026—2031

Stages 1
thru 5

Remove and rebuild westbound and eastbound I-10.

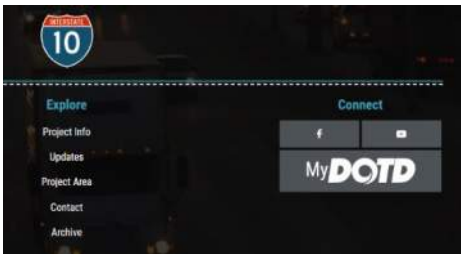
FOR MORE INFORMATION

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Website	Email
www.i10br.com (also sign-up for e-news)	info@i10br.com



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[How To Sign Up For MyDOTD](#)



SAMPLE LETTER



Environmental Section

PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

October 10, 2024

S.P.NO. H.004100
F.A.P.NO. H.004100
ROUTE I-10
EAST BATON ROUGE PARISH

Owner Name
Street Address
BATON ROUGE, LA 70802

Dear Property Owner,

The proposed construction of the captioned highway project has made it necessary for representatives of the Louisiana Department of Transportation and Development to request a meeting with you concerning the property described below located south of I-10 in Baton Rouge.

The records of the Parish Assessor's office indicate that you own the following described property:

- Parish Assessor ID# _____, being lot _____ of block ____ in subdivision name, a property at Street Address in Baton Rouge.

A graphic representing this property accompanies this letter. We respectfully request your timely response so that a meeting with DOTD might be scheduled to discuss potential acquisition for public right-of-way related to interstate construction.

You may respond by telephone at (225)768-9060
or by email to james@franklinassociates.com
or by letter at the following address:

Franklin Associates
Attn: James Taylor, RE: I-10
250 S. Foster Drive
Baton Rouge, LA 70806

FRANKLIN ASSOCIATES, ACTING ON BEHALF OF THE
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
STATE OF LOUISIANA

JAMES TAYLOR
PUBLIC INFORMATION CONSULTANT

JT

Cc: Mr. Nicholas Olivier, P.E., DOTD Critical Projects Division
Ms. Kiawasha Pierre-White, DOTD Right of Way Region 4 Supervisor

SAMPLE LETTER



Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

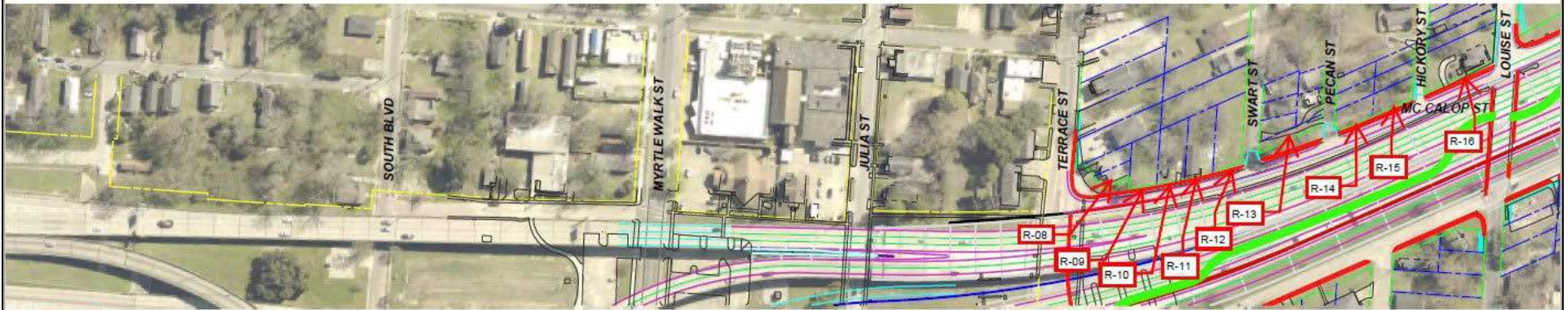
Depicted by the graphic below from the Parish Assessor's map is the subject property referenced in this letter.



APPENDIX I

Refinements to I-10 Westbound Correspondence and Maps of Additional Right-of-Way Required

RAMP 1WB ROW IMPACTS



R-##

NO LONGER REQUIRE ADDITIONAL ROW

Additional Right of Way Required for I-10 WB Refinement to Extend Entrance Ramp from McCalop Street to I-110 NB (no longer required with the removal of the entrance ramp)

I-10 CMAR: I-110 Ramp Briefing to DPW

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 5/2/2024 1:00 PM

Location: DOTD Room 113D

PURPOSE

FHWA's review of the IMR requires modification to the Washington Street (Lorri Burgess Avenue) on-ramp by extending it to I-110 northbound. This meeting is to brief City-Parish Public Works administrators of this need, required ROW, and proposed 1-way treatment of S. 11th Street.

ATTENDEES

Fred Raiford and Tom Stephens – EBR C-P DPW
Nicholas Olivier – DOTD
Bob Schmidt – COREX10, Huval
Sherri LeBas – COREX10, GEC
James Taylor – COREX10, Franklin Associates

MEETING NOTES

The meeting began with Fred inquiring about the limits of CMAR Segment 1. Nick explained that CMAR Segment 1 will end at the Perkins Road on/off ramp instead of Acadian Thruway. Therefore, the amenities for the Perkins Overpass area will not be in Segment 1 but included in a future segment.

Nick explained that the purpose of today's meeting is to discuss a revision to the current design of the I-10 WB entrance ramp from Washington Street onto I-10. The current configuration allows a very short distance for motorist to weave over multiple lanes of traffic to access I-10 WB in order to cross the Mississippi River Bridge. This configuration was included in the approved FONSI that was issued by FHWA in February of 2021. During the design phase of the project, the IMR (Interstate Modification Report) was recently completed for Segment 1 and submitted to FHWA. FHWA's review comment requires a physical barrier to prevent traffic from weaving across I-10 WB to access the Mississippi River Bridge. This change will eliminate this weaving hazard. Instead of a physical barrier. Signage was proposed as a mitigation instead of a physical barrier, however, this is not acceptable to FHWA. Therefore, the new design will include a physical barrier and the ramp from Washington Street (Lorri Burgess Ave.) will be extended for entry onto I-110 NB.

2024 House Concurrent Resolution 74 (HCR74) by State Rep Dixon McMakin to close the Washington Street exit from EB I-10 was discussed.

The topic of conversation returned to the revision of the design plans in the westbound direction. Due to the extension of the I-110 NB entrance ramp from Washington Street and the need for additional right of way, S 11th St. will need to be converted from a two way street to a one way street between Myrtle and South Blvd. (See Attachment)

The attendees reviewed the S. 11th Street and surrounding area on Google Map.

Nick inquired about the type of messaging required for this change. Fred responded that he would first want to meet with Councilwoman Coleman, present to elected officials as appropriate, and hold a community meeting to provide information and obtain feedback.

Shifting the sidewalk from the east to the west side of S 11th Street was discussed, however, after further review, this would require additional right of way from a residential property owner and construction of a retaining wall due to the topography.

Tom noted that not only do the final conditions need to be considered but also conditions during construction for access to these properties. Discussion included the potential of allowing local traffic only and that detours are available one block either east or west of S 11th St. Providing access to the BREC recreation center and Expressway Park was also discussed.

The termination of Segment 1 at the Perkins Road on/off ramps was again discussed. Since the project will now end at Perkins, the on/off ramps will remain upon completion of Segment 1. The additional lane on I-10 EB will end as an exit only to Perkins Road.

The street in front of Ivar's is not really a public street. The widened interstate will consume part of this street (DOTD ROW) with new columns, so vehicles will be eliminated from using this driveway. It may become a shared use path. (non-vehicular) DOTD may consider interim CC/CSS amenities for the Perkins area.

Bob noted that the properties along this corridor in the Perkins Road area will experience interstate construction impacts twice.

To summarize the conclusion of the discussion of the design revision to extend the I-10 entrance ramp from Washington Street (Lorri Burgess) to access I-110 NB only, Fred will coordinate with DPW's Cyndi Pennington to conduct a traffic count on S 11th Street. This will provide DPW with both volumes and directionality. The street is currently only about 20 feet wide.

Fred asked for a copy of the I-110 ROW exhibit for use in conversing with Councilwoman Coleman.

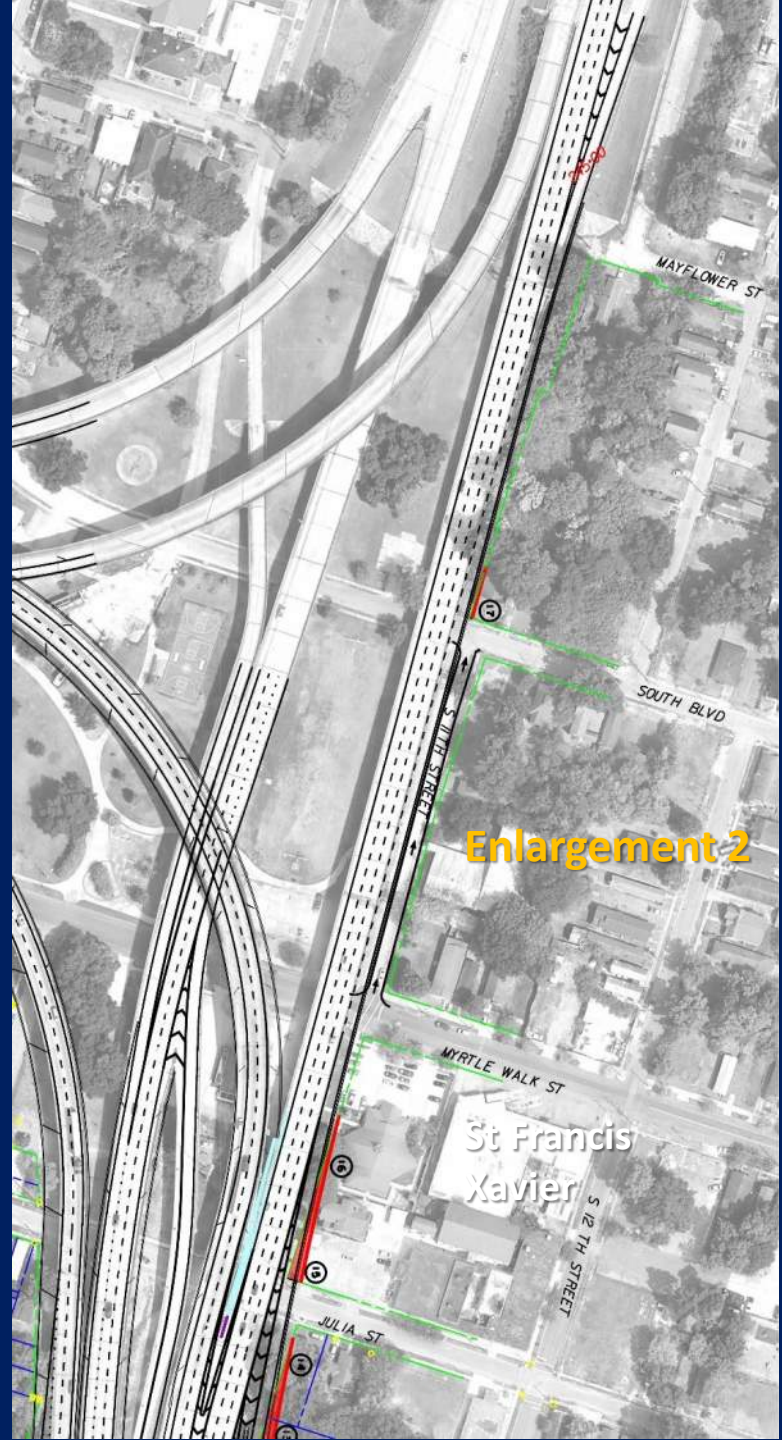
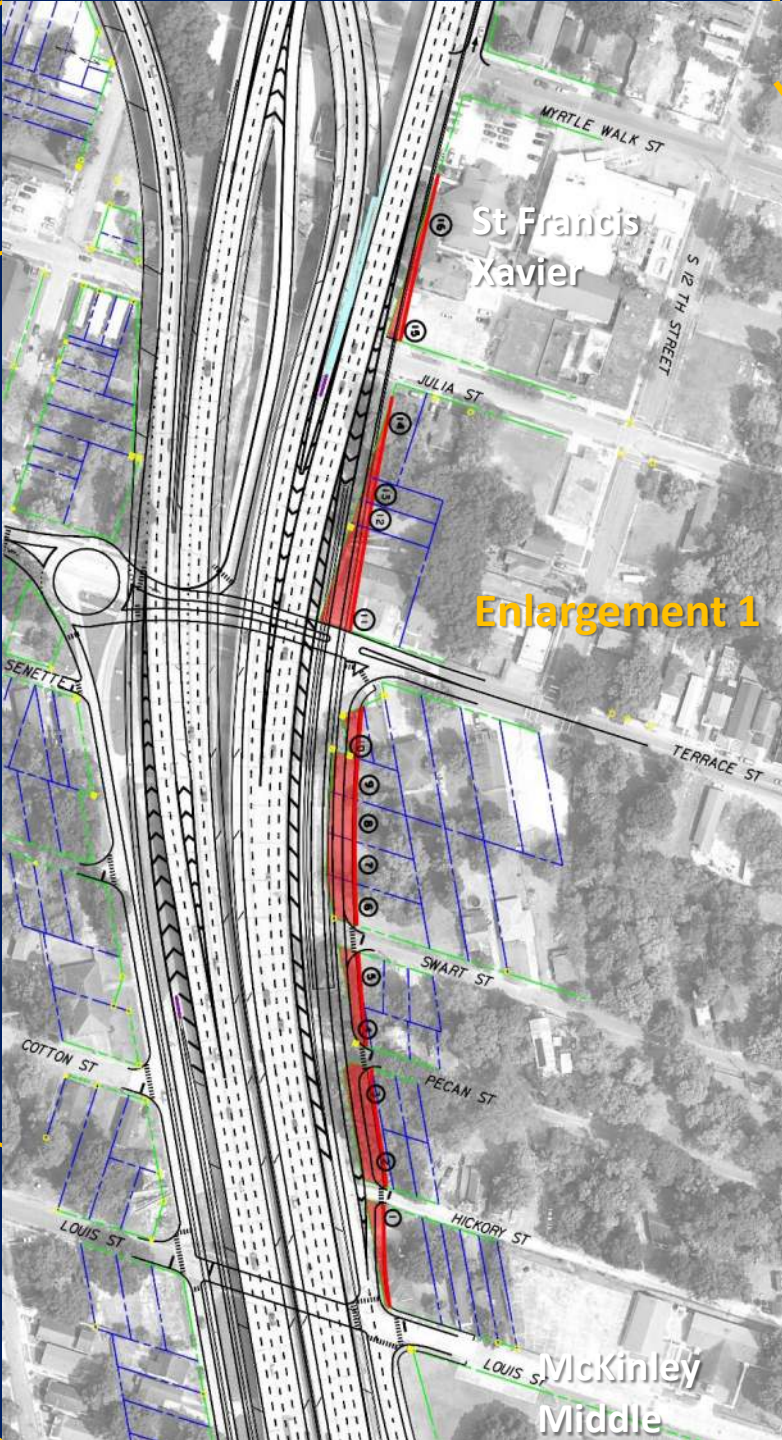
A summary of the Action Items include the following:

1. Bob will send ROW exhibit to Fred and Tom.
2. DPW will conduct traffic count study on S 11th Street
3. DPW will convene a meeting with Councilwoman Coleman

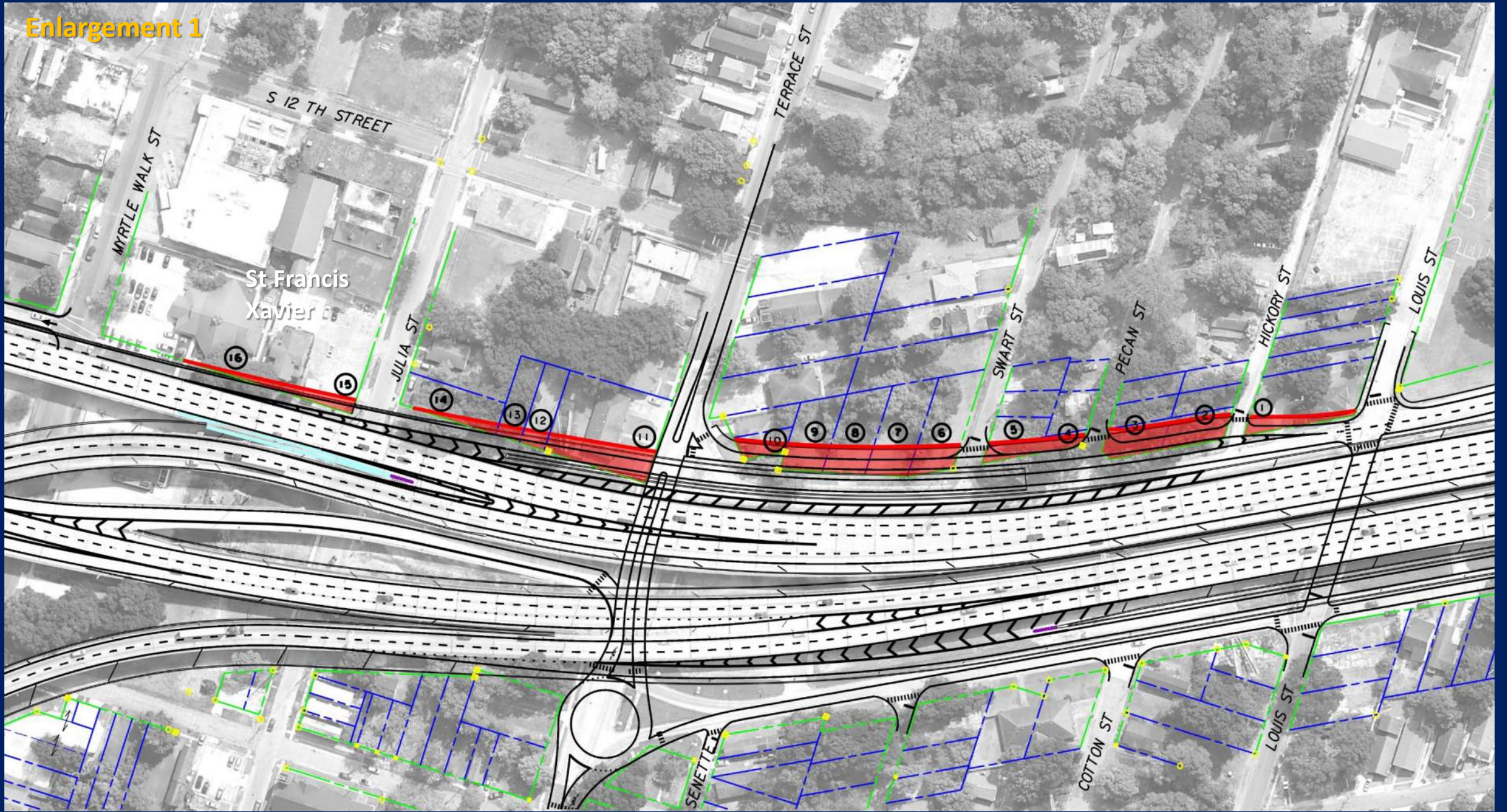
ADJOURNED

Required Right of Way for northbound ramp from E. Washington / Lorri Burgess Street to I-110.





Enlargement 1



Enlargement 2

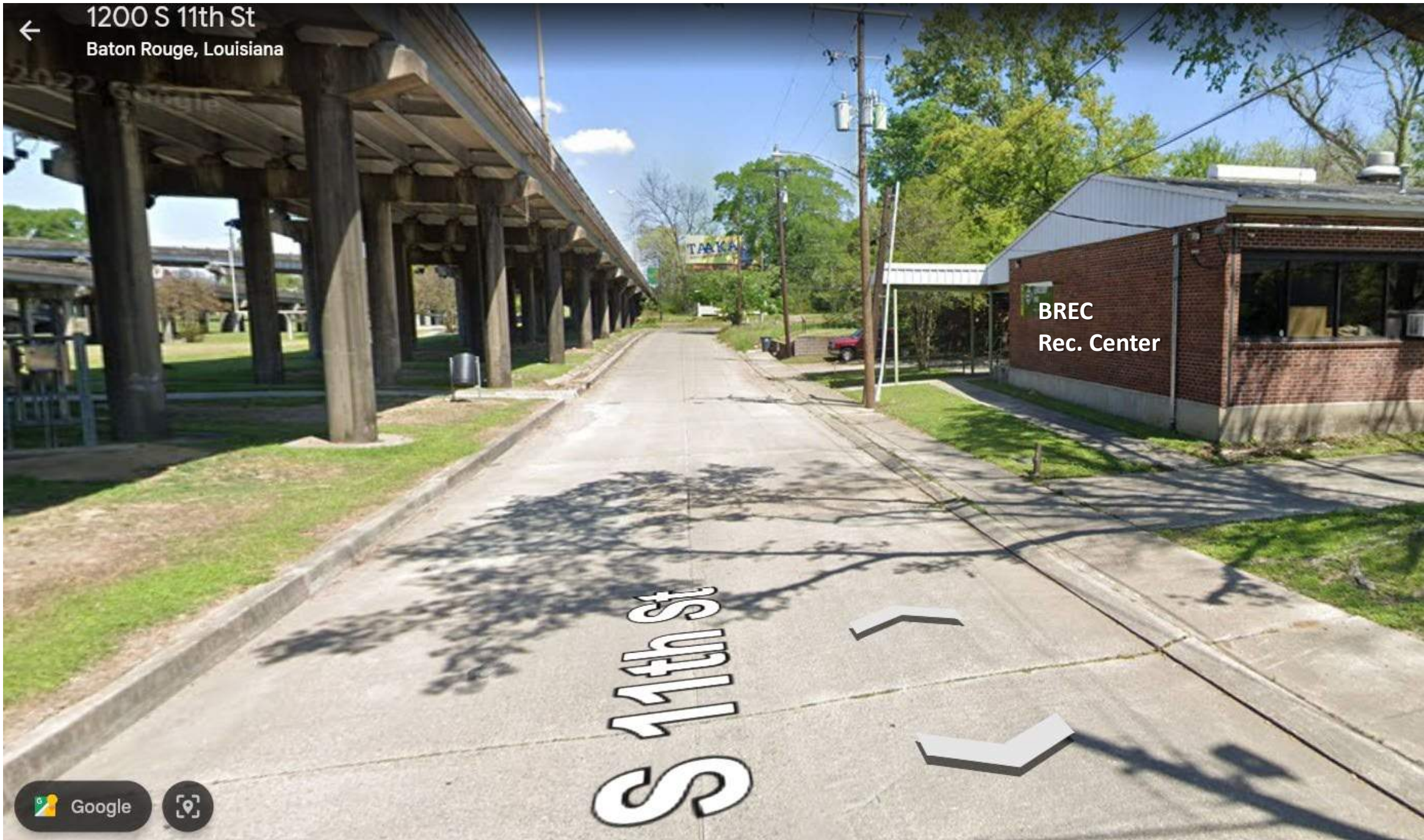




S. 11th Street looking north from Myrtle



1200 S 11th St
Baton Rouge, Louisiana



BREC
Rec. Center

S 11th St





1200 S 11th St

Baton Rouge, Louisiana



1200 S 11th St

TAAKA



← 1198 S 11th St
Baton Rouge, Louisiana



← 917 S 11th St
Baton Rouge, Louisiana



11th Street looking north at South Blvd.



← 1298 S 11th St
Baton Rouge, Louisiana



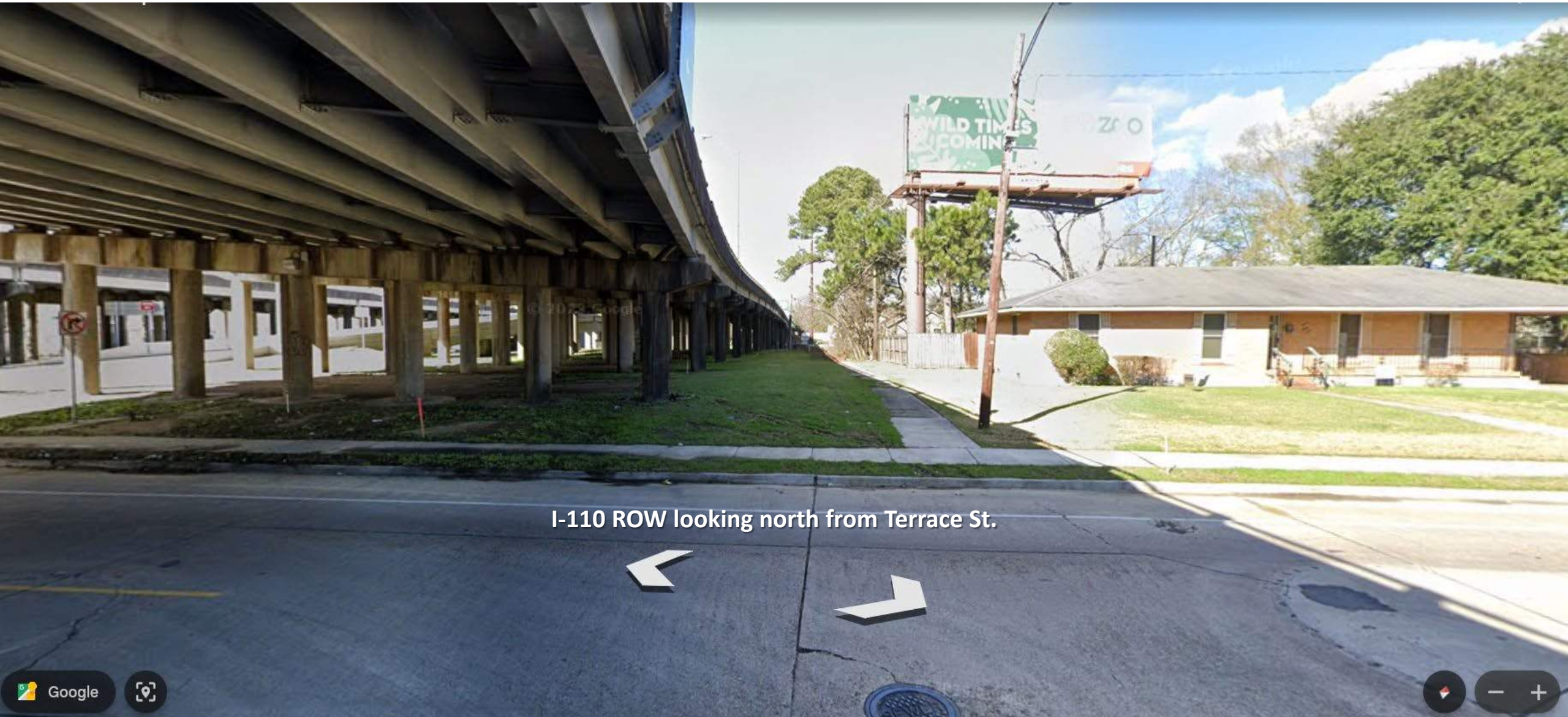
S. 11th Street looking north from Myrtle

Google



St. Francis Xavier Catholic Church
(view facing south from Myrtle St.)





I-110 ROW looking north from Terrace St.

Agency/Stakeholder Outreach

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/2/2024 8:30 AM

Location: DOTD HQ: Room 113 D

PURPOSE

Discuss the refinements to I-10 EB and I-10 WB from the I-10/I-110 Interchange to Dalrymple Drive and receive feedback for the NEPA Reevaluation.

ATTENDEES

Nick Olivier (DOTD)

Noel Ardoin (DOTD)

Sherri LeBas (GEC, COREX10)

James Taylor (Franklin, COREX10)

Perry Franklin (Franklin, COREX10)

Carolyn Coleman (Council member, District 10)

Fred Raiford (DPW, EBR)

Sarah Edel (DPW, EBR)

MEETING SUMMARY NOTES

James began the meeting with introductions and then asked Nick to provide an overview of the purpose of the meeting.

Nick outlined the meeting's objectives, focusing on adjustments to the I-10 geometry in both eastbound and westbound directions between the I-10/I-110 Interchange and Dalrymple Drive, which addresses the policy points from the FHWA's review of the Interchange Modification Report (IMR). In the eastbound direction, FHWA noted that the NEPA design places the consolidated Washington Street and Dalrymple Drive exit ramp within the system interchange of I-10/I-110, and requested alternatives for its relocation outside the interchange. The adjustment of moving the exit out of the system interchange would allow for an exit to Dalrymple Drive but not to Washington Street. In the westbound direction, the entrance ramp from McCalop Drive connects to I-10 WB in a manner that necessitates traffic weaving across multiple lanes to reach the Mississippi River Bridge. To mitigate this weaving, the entrance ramp needs to be extended to connect with I-110 NB. Nick mentioned that James would be providing a presentation for further clarification, emphasizing that the meeting's goal is to gather feedback from Fred and Ms. Coleman. The next steps involve engaging in focused public input from affected property owners and also individuals within the designated community outreach area.

Fred asked about a recent solicitation concerning the closure of the Washington Street exit. Nick clarified that this solicitation pertains to a distinct project initiated by DOTD aimed at closing the existing I-10 EB Washington exit. This closure is a result of a resolution passed earlier this spring by Representative Dixon McMakin.

Nick addressed the I-110 SB Terrace Street exit ramp, noting its removal from the I-10 Widening project during Stage 1 to facilitate quicker installation. This change aims to direct I-110 SB traffic to exit at Terrace Street, reducing the need for drivers to navigate across multiple lanes to reach the Washington Street exit. He also highlighted the analysis of Streetlight data, which reflects travel volumes on roads and highways, indicating that the impact of the I-10 EB closure to Washington Street will be minimal. According to the traffic data, only 10% to 15% of motorists heading to Washington Street utilize the Washington Street exit, meaning that the majority, approximately 85% to 95%, are accessing it via the I-110 SB Terrace Street exit. The review of the streetlight data confirms that only a small number of users of the I-10 EB Washington Street exit will be affected. Public outreach for this modification will soon be initiated.

James initiated the PowerPoint presentation to elaborate on the proposed refinements, with the presentation attached for reference. During the discussion, Ms. Carolyn Coleman and Fred Raiford raised concerns regarding the safety of the I-110 SB Terrace Street exit ramp, advocating for improved street lighting and intersection control. Nick assured that these issues would be assessed for their feasibility and appropriateness. Sarah inquired about the lighting of the Terrace roundabout, to which Nick responded he would investigate. Ms. Coleman also highlighted the dangers of traffic merging from I-110 WB across multiple lanes to exit at Washington Street.

James stated that informational door hangers would be distributed to residences identified within the EJ area, to which Ms. Coleman suggested that while the door hangers may suffice for some, direct engagement through meetings would be more effective. She proposed hosting a meeting at the Leo Butler Community Center to facilitate communication between the State and the community. Fred stated his support of meeting with the community.

Nick replied to Ms. Coleman that those whose property will be impacted (right of way taking) by the changes would have the chance to engage with representatives from DOTD and their consultants individually.

James then proceeded with the presentation, detailing the geometric adjustments to I-10 EB. A barrier will be installed between I-10 EB and I-110 SB to prevent traffic from weaving to the Dalrymple exit. Motorist on I-110 SB who wish to reach Dalrymple Drive can exit at Terrace Avenue and use the Braddock Street service road.

In discussion the modified design for I-10 EB, several specific parcels were highlighted. For Fairview Baptist Church, it was confirmed that no additional right of way would be required. Certain roadways will be redesigned to terminate in T-turnarounds. The adjusted right of way will not intersect any existing structures; however, there is one residence that will be situated near the Greenway, a multi-use path. Regarding Marcel's property, Perry indicated that acquisition efforts are already underway due to the roundabout, rather than the refined design itself. Nonetheless, negotiation concerning the property have encountered delays due to the ongoing design modifications. Once the right of way parameters are finalized, discussions with Marcel will be prioritized.

James provided an overview of the geometric changes associated with the refinement of the I-10 WB design. Under the updated plan, motorists entering the ramp from McCalop Street will no longer have the option to directly merge onto I-10 WB; instead, they will be directed to access I-110 NB exclusively. This adjustment necessitates the acquisition of right of way (R/W) along the I-10 WB corridor, and as a result, 11th Street will transition to a one-way configuration from Myrtle Street to South Blvd. Fred noted that the Department of Public Works (DPW) had conducted a traffic count on 11th Street, while James clarified that the revised design will not affect the BREC Center.

The modified design for the westbound section of I-10 involves several specific parcels that are under consideration for acquisition. It is expected that three structures will need to be acquired as part of the process. Right of way will need to be acquired from St. Francis of Xavier Church, which includes portions of the parking lot and potentially a shed. Although the main church building at 1120 Myrtle Street is located within a historic district, it is not a historic building and does not contribute to the historic district. In contrast, the Rectory associated with the church campus is a structure contributing to the historic district. It was noted that DOTD is currently collaborating with the State Historic Preservation Office (SHPO) to address these considerations.

Fred remarked that there is a perception among the public that the project plans were finalized and that all preparations were complete, especially given the visible construction activity. In response, Nick clarified that the processes for obtaining Environmental Clearance and IMR approvals are distinct from one another. The DOTD opted to proceed with the Environmental Assessment prior to securing IMR approval.

Ms. Coleman inquired about the timeline for the availability of the list of affected property owners. James indicated that the design team is currently compiling information, and the list should be ready shortly; however, it is important to note that some of the parcels' exact right of way is estimated as additional boundary surveys are being conducted. The list will reflect the expected impacts, such as whether it involves partial land acquisition, complete parcel acquisition, or residential relocations.

Nick mentioned that cards have been prepared for the survey team to distribute in case individuals inquire about the survey activities. He also noted that the DOTD sends notifications to property owners when the survey team is scheduled to access their land. Ms. Coleman shared that she has received calls from residents who are photographing their homes, and Nick speculates that this might be preliminary work being conducted by the contractor. Additionally, Ms. Coleman expressed her desire to invite all affected property owners to a meeting at the Leo Butler Community Center to engage in discussions regarding the design modifications.

Nick detailed the approach DOTD took in reaching out to property owners along Braddock Street when additional R/W was needed, noting its success. We conducted individual meetings with each property owner to ensure personalized communication. He raised a concern regarding the potential lack of individual attention if all property owners were gathered in a single meeting. In response, Ms. Coleman asked for a list of property owners affected so that she could have the opportunity to contact them prior to letters being issued for a meeting with DOTD. She also mentioned her interest in attending the upcoming meetings with each property owner.

Following our discussions, the path forward for outreach to impacted property owners was outlined as follows:

- A comprehensive list of the impacted property owners will be compiled and shared with Ms. Coleman, enabling her to initiate contact with them.
- A few days after the list is provided to Ms. Coleman, DOTD will mail letters to each property owner, extending an invitation to a meeting with DOTD to discuss the design refinements and impact to their property so that their questions can be answered.

In addition, for the identified EJ community, the following outreach was discussed:

- In a week or two, door hangers with information about the design refinements will be placed on the doors of properties within the identified EJ community.
- After the placement of door hangers, Ms. Coleman suggested holding a community meeting at the Dr. Leo Butler Center where the project team could describe the design refinements in terms with illustrations understandable to the audience for the identified EJ community and the property owners affected.

Meeting adjourned



I-10 CMAR Project

Baton Rouge, Louisiana
State Project # H.004100

Briefing to Stakeholders
October 2024



i10br.com

Agenda

1. Project Overview
2. Design Refinements
3. Public Engagement Plan



The Total Project

Overarching 9-Mile I-10 Project Corridor

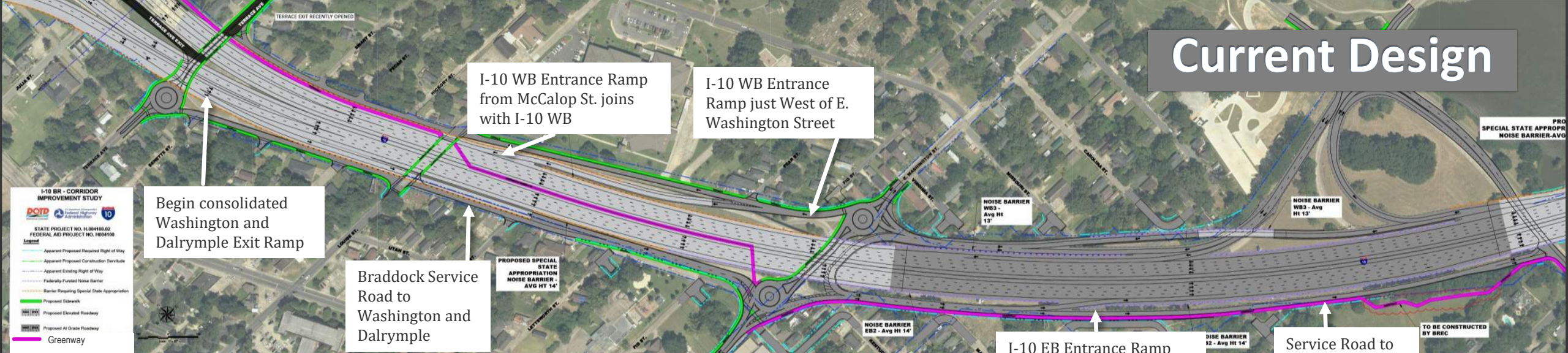
I-10 CMAR Segment 1

I-10/12 College Drive "Flyover" Design Build

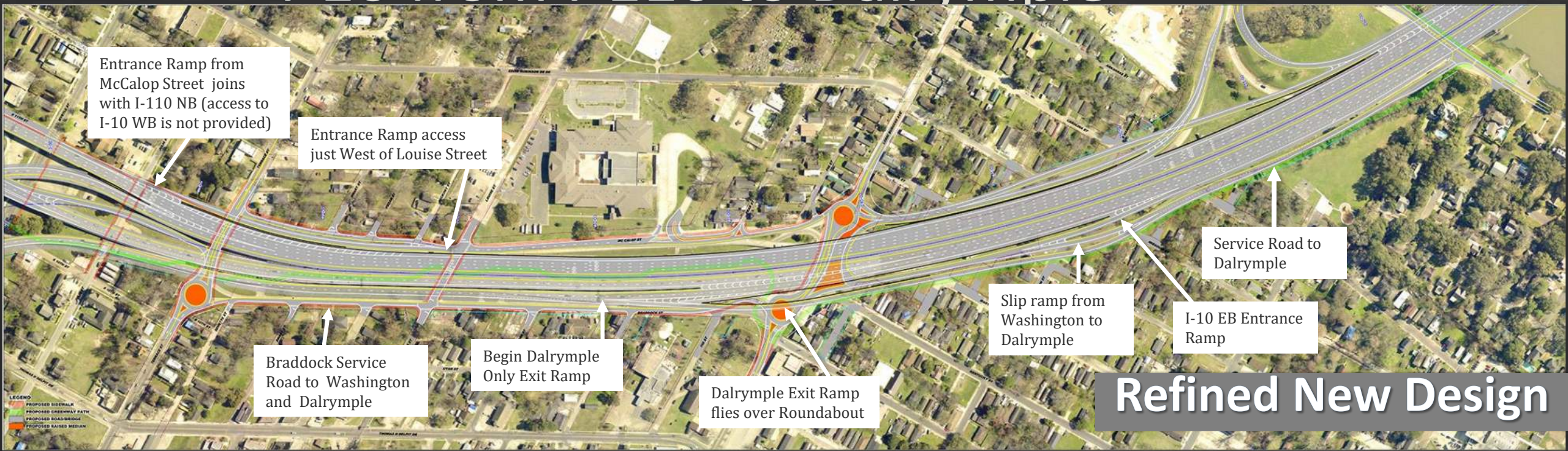
Two Separate Contracts



Refinement of I-10 from the I-110 Interchange to Dalrymple Drive



I-10 from I-110 to Dalrymple



Current Design



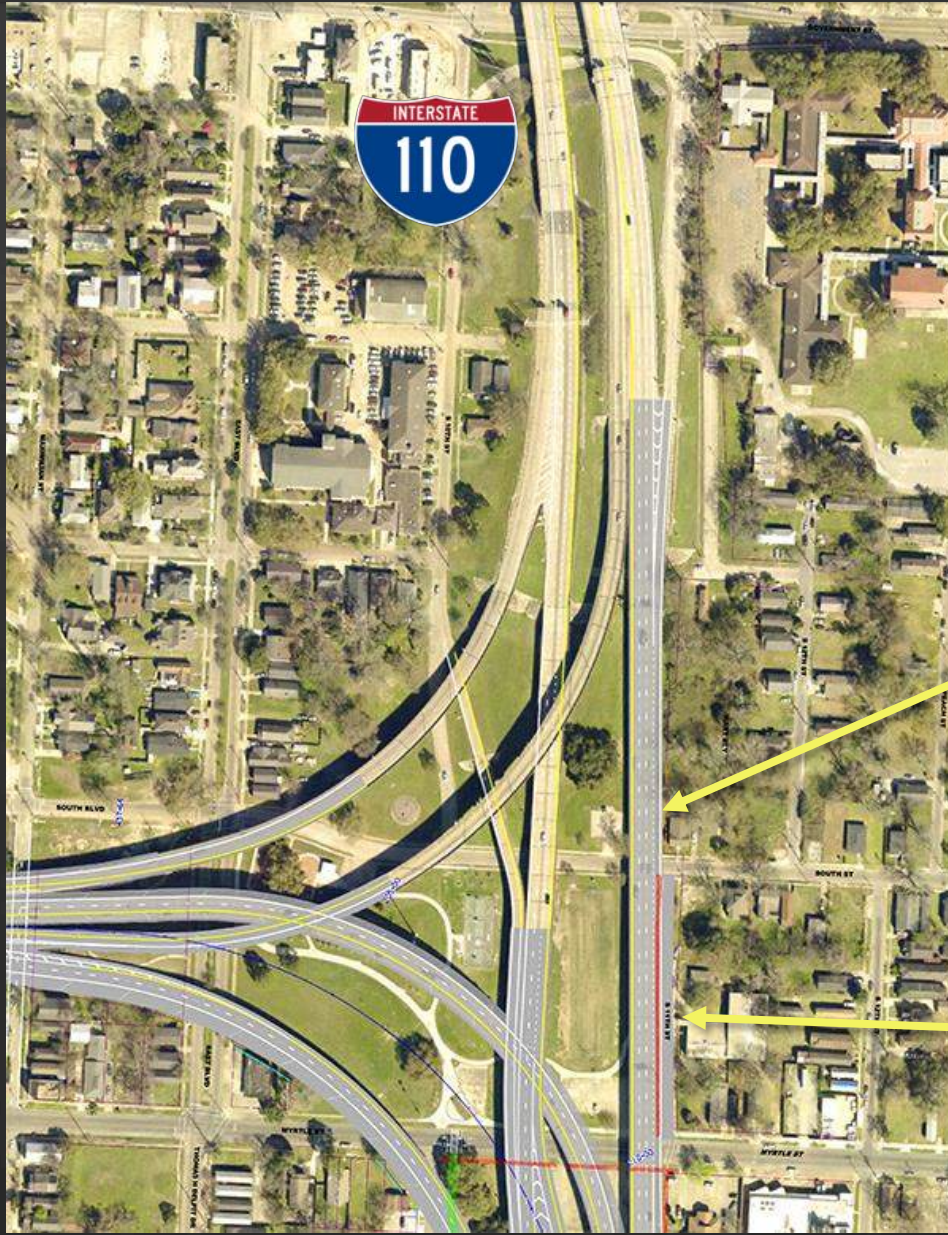
I-10 & I-110 Interchange



Refined New Design

LEGEND
PROPOSED SIDEWALK
PROPOSED GREENWAY PATH
PROPOSED ROAD BRIDGE
PROPOSED RAISED MEDIAN

I-10 & I-110 Interchange



Refined New Design

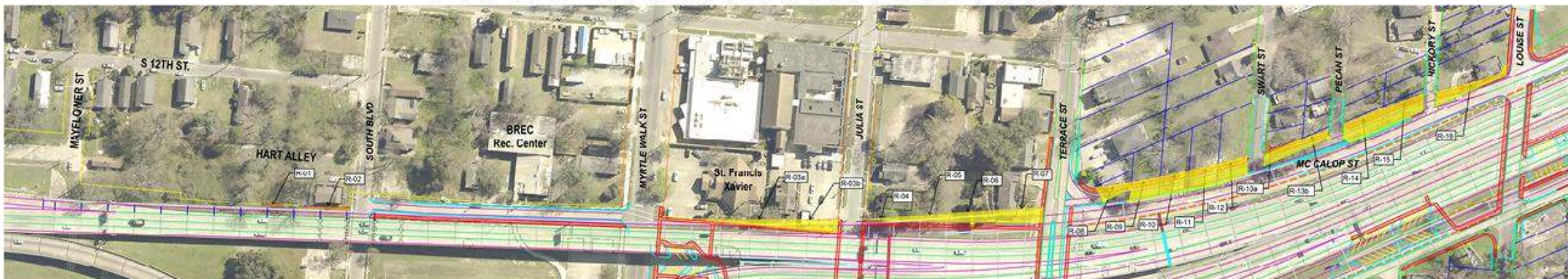
- On-ramp from McCalop St. is extended to the Government Street exit ramp and serves I-110 NB only.
- S. 11th Street converted to one-way northbound.

To/From Bridge

ROW Requirements
I-110 Interchange to Dalrymple Drive

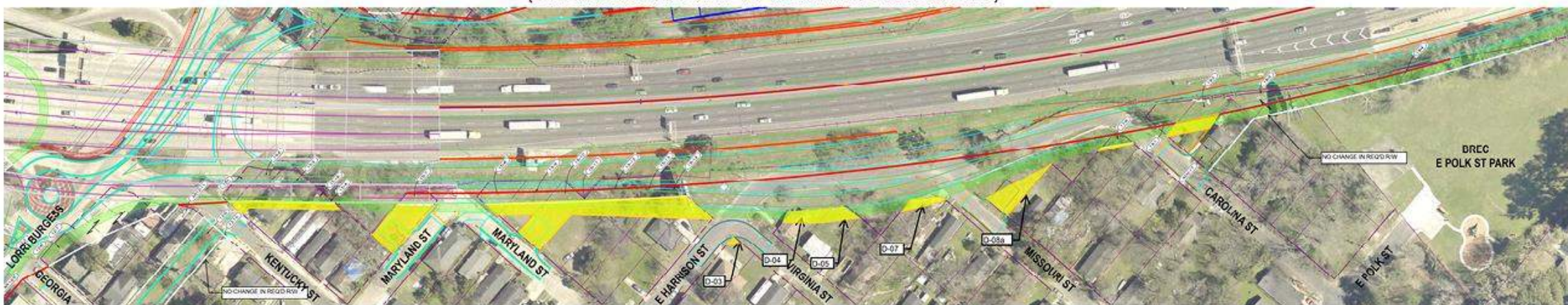
Right-of-Way Requirements for Design Refinements

I-10 WB - ADDITIONAL REQ'D R/W



I-10 EB - ADDITIONAL REQ'D R/W

(ORIGINAL REQ'D R/W TO NEW REQ'D R/W AREAS)



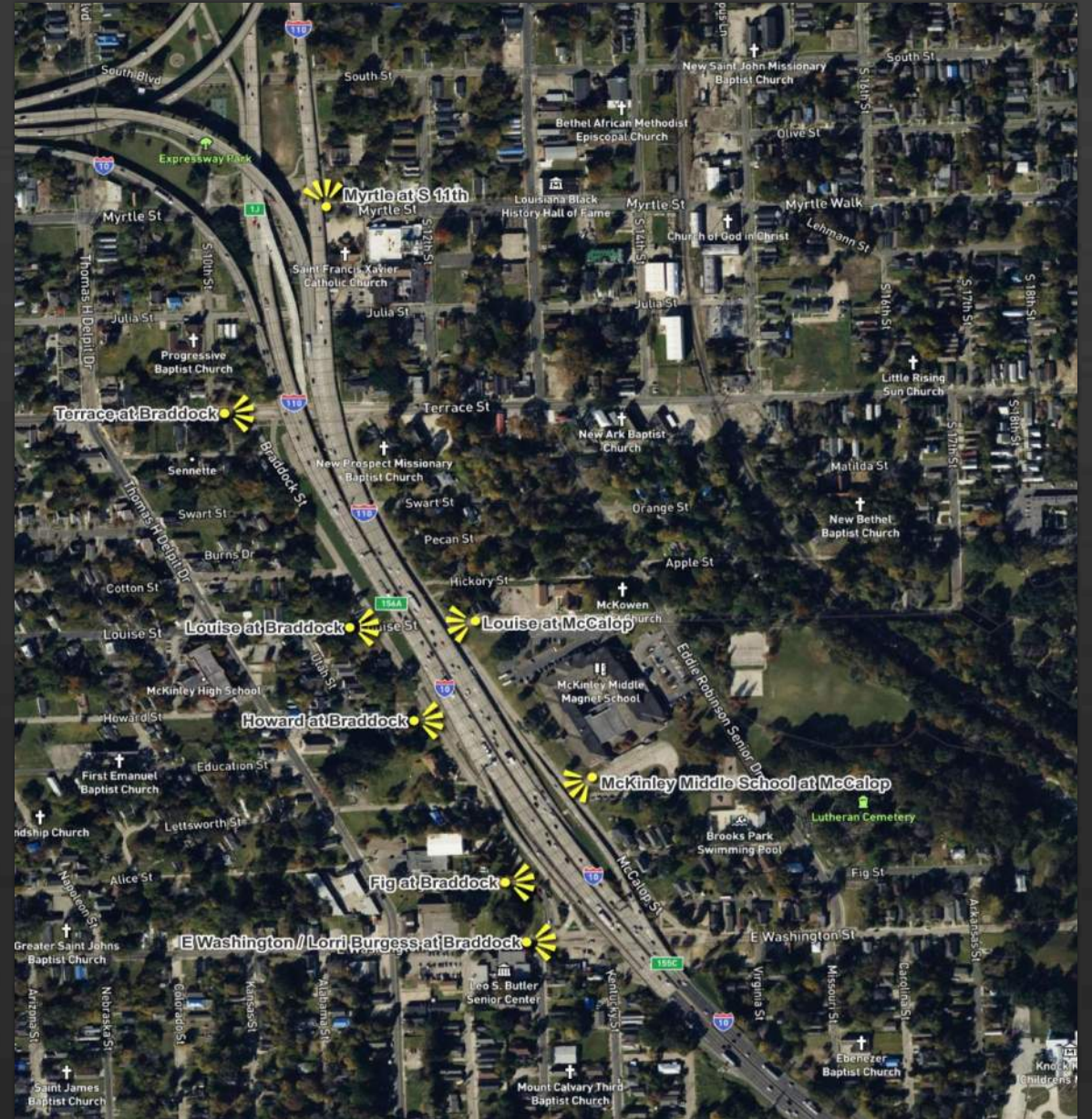
I-10 Design Refinements

Street-Level Illustrations

Illustrations of Proposed Future Conditions

Vantage Point Map of Illustrations

- ◆ Artist's illustrations of street-level views from the adjoining neighborhood were prepared.
- ◆ Eight locations, as indicated on the map at right.
- ◆ Each features a "before" and "after" view, based on previous design versus new refined design.



SOUTH 11TH AND MYRTLE STREET



NOTE: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE
BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.

MCKINLEY MIDDLE SCHOOL



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

LOUISE AND MCCALOP STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

TERRACE AND BRADDOCK STREET



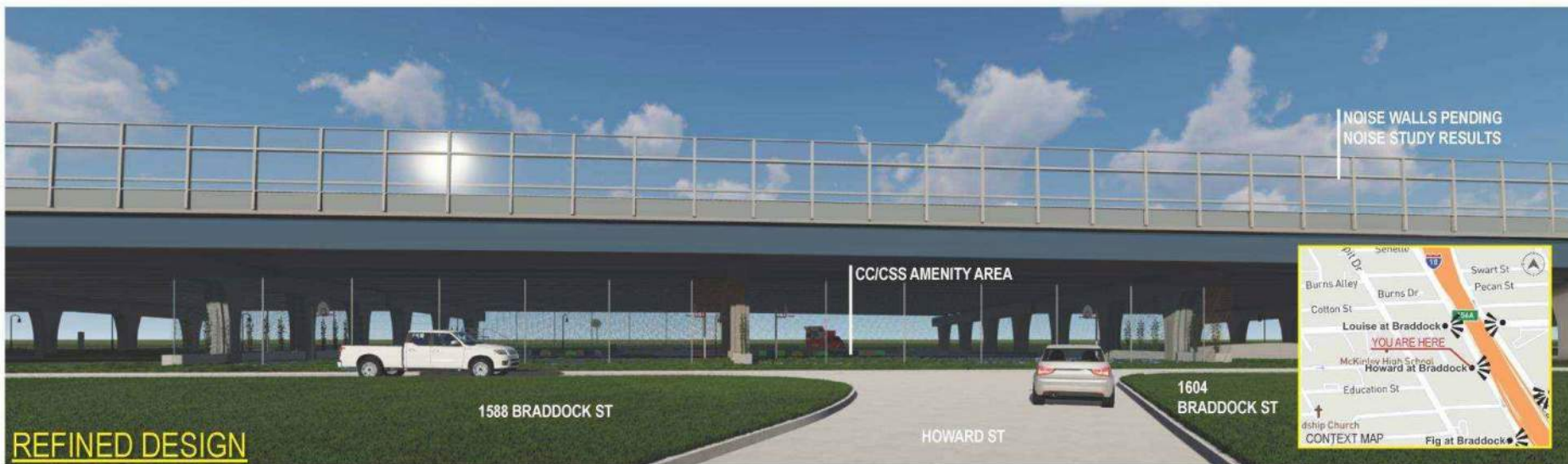
NOTE: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY.

LOUISE AND BRADDOCK STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

HOWARD AND BRADDOCK STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

FIG AND BRADDOCK STREET



CURRENT DESIGN



REFINED DESIGN

NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

LORRI BURGESS AND BRADDOCK STREET



NOTES: IMAGES ARE FOR UNDERSTANDING OF INTERSTATE BRIDGE STRUCTURE, RAMPS, AND ROADS ONLY. DURING THE COURSE OF THE PROJECT EAST WASHINGTON STREET WAS RENAMED TO LORRI BURGESS AVENUE.

PUBLIC COMMENTING & ADDITIONAL INFORMATION

I10BR.COM

INTERSTATE 10 I-10 BR LA 415 to Essen

MENU

SUBMIT A COMMENT

NAME
John Doe

FIRST LAST

EMAIL PHONE ZIP CODE
johndoe@aol.com (225) 999-9999 70802

LEAVE YOUR COMMENT
My comment is...
SUBMIT

× CLOSE

- Project Info +
- Updates +
- Project Area +
- Contact -
- Submit a Comment
- Get Involved
- Archive +

f YouTube

MyDOTD

Or... info@i10br.com

Mention H.004100



**The following presentation was
shown at stakeholder meetings**



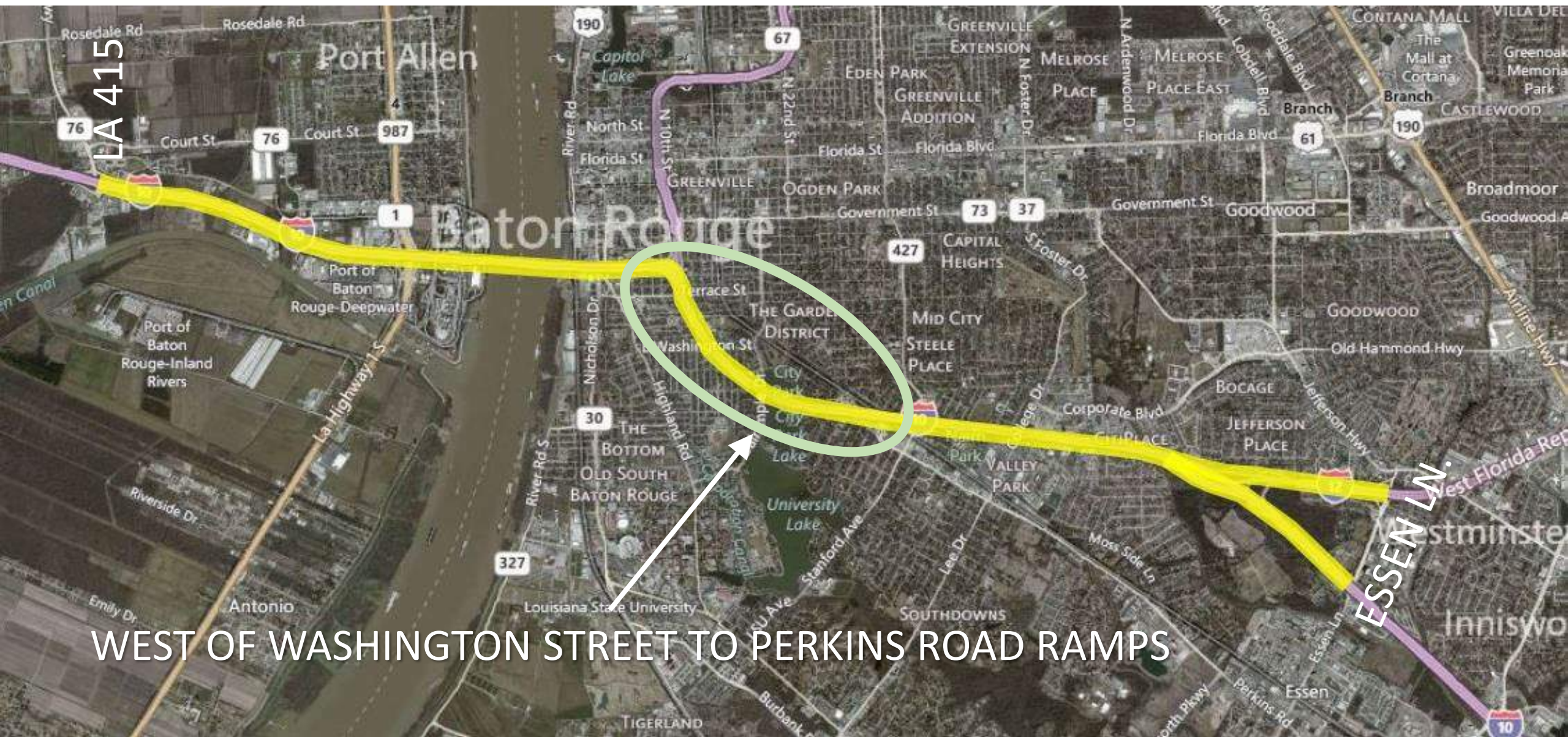
I-10 WIDENING PROJECT BATON ROUGE

Stakeholder Meeting
Apparent Right-of-Way Needs



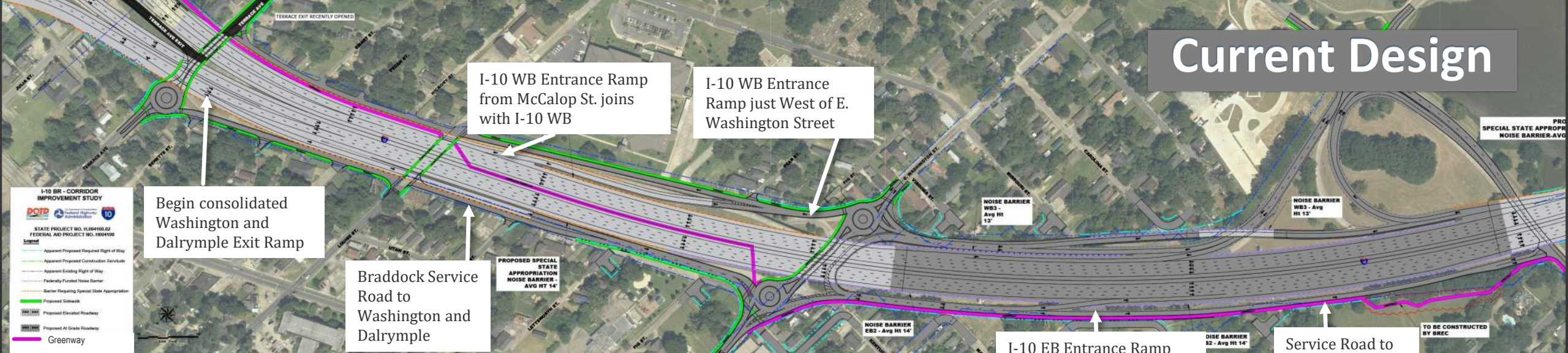
I-10: LA 415 to Essen Lane on I-10 and I-12

- SEGMENT 1 PROJECT LIMITS



WEST OF WASHINGTON STREET TO PERKINS ROAD RAMPS

Refinement of I-10 from the I-110 Interchange to Dalrymple Drive



Current Design

Begin consolidated Washington and Dalrymple Exit Ramp

I-10 WB Entrance Ramp from McCalop St. joins with I-10 WB

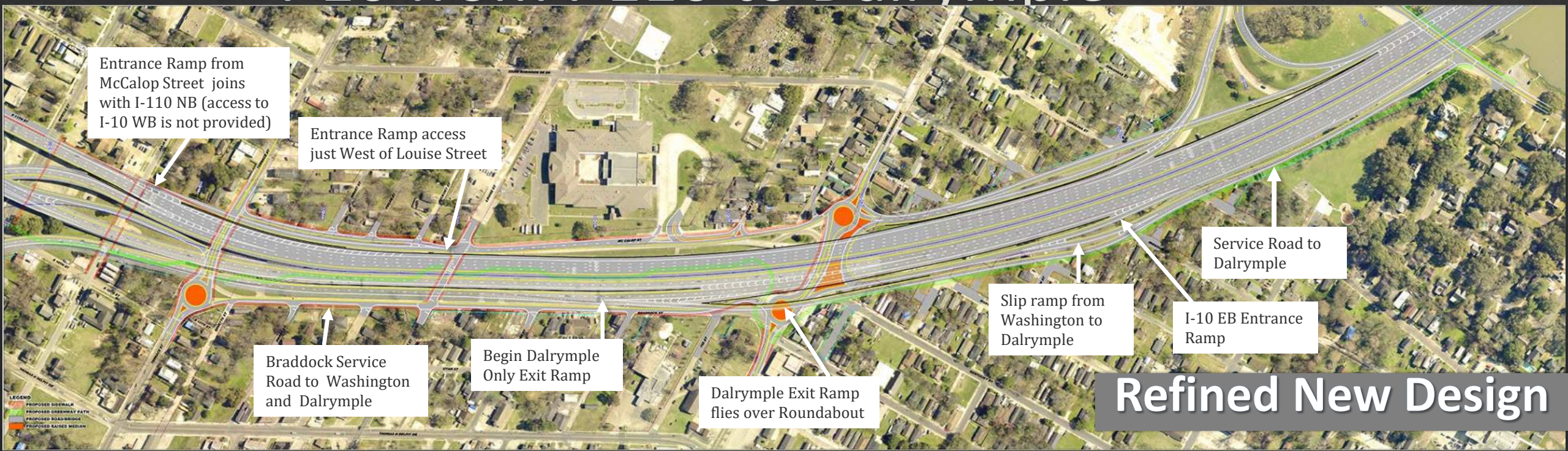
I-10 WB Entrance Ramp just West of E. Washington Street

Braddock Service Road to Washington and Dalrymple

I-10 EB Entrance Ramp

Service Road to Dalrymple

I-10 from I-110 to Dalrymple



Entrance Ramp from McCalop Street joins with I-110 NB (access to I-10 WB is not provided)

Entrance Ramp access just West of Louise Street

Braddock Service Road to Washington and Dalrymple

Begin Dalrymple Only Exit Ramp

Dalrymple Exit Ramp flies over Roundabout

Slip ramp from Washington to Dalrymple

I-10 EB Entrance Ramp

Service Road to Dalrymple

Refined New Design

Current Design



I-10 & I-110 Interchange



I-10 & I-110 Interchange



Refined New Design

- On-ramp from McCalop St. is extended to the Government Street exit ramp and serves I-110 NB only.
- S. 11th Street converted to one-way northbound.

To/From Bridge

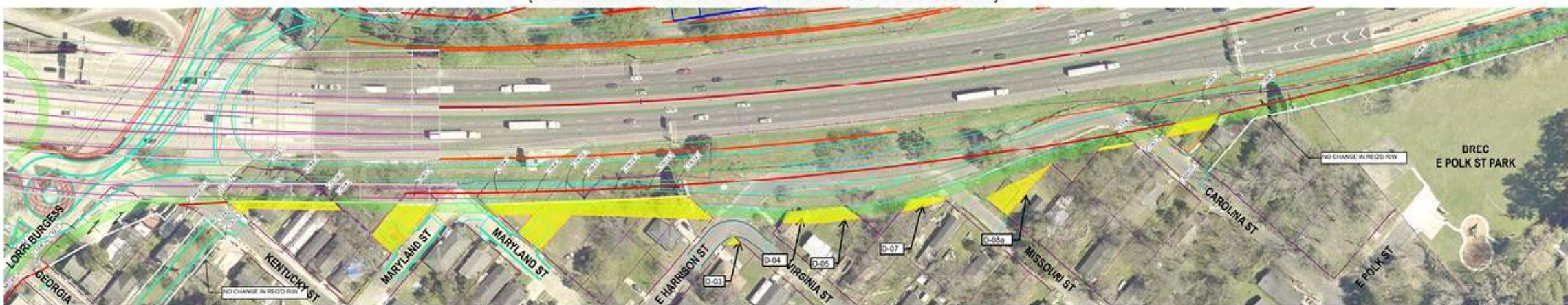
Right-of-Way Requirements for Design Refinements

I-10 WB - ADDITIONAL REQ'D R/W



I-10 EB - ADDITIONAL REQ'D R/W

(ORIGINAL REQ'D R/W TO NEW REQ'D R/W AREAS)



October 1, 2024

Subject to change as design work advances.



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

**ACQUISITION OF RIGHT OF WAY
AND
RELOCATION ASSISTANCE**

This seventh printing (1000 copies) of this public document is published at a total cost of \$410.00. The total cost of all printings of this document including reprints is \$4,100.00. This document was published by the Louisiana Department of Transportation and Development Reproduction Unit, 1201 Capital Access Road, Baton Rouge, LA 70804, to inform the public of the Acquisition of Right of Way and Relocation Assistance process under the authority of the Uniform Act. This material was printed in accordance with standards for printing by State Agencies in R.S. 43:31.

Revised: July 22, 2021

STATE OF LOUISIANA DOTD BROCHURE

Description of Right-of-Way Acquisition and
Relocation Assistance Process

For More Information

Project Website

PROJECT WEBSITE

Website	Email
www.i10br.com (also sign-up for e-news)	info@i10br.com



I-10 SEGMENT 1 BEGINS

DOTD begins improvements within Segment 1 of the I-10 Project

With the *Finding of No Significant Impact* by FHWA in early 2021, Segment 1, the first construction segment of Phase I, is now going through final design. This part of the corridor is most challenging because it traverses the heart of Baton Rouge within a constrained footprint. It is a priority because improvements to this segment will provide the greatest benefits to Baton Rouge by providing 6 lanes of Interstate which includes two lanes on I-10 eastbound at the I-110 split. Significant construction is expected to start in early 2023.


DOTD is continuing to engage the public through this final design process. Community meetings will be held to refine plans for Context Sensitive Solutions seeking to mitigate impacts of the interstate to adjacent communities. Informational meetings will offer opportunities to ask questions and submit comments.


Have a question? [LEAVE A COMMENT](#) [VIEW FEBRUARY 2022 EXHIBITS](#)



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MyDOTD



INTERSTATE 10 I-10 BR
LA 415 to Essen ≡ MENU

CONTACT

Contact us for the latest progress and information on the I-10 Corridor Study Project.

1201 Capitol Access Road
Baton Rouge, LA, 70802

NAME *
FIRST LAST
EMAIL * PHONE *
ZIP CODE REASON FOR CONTACT
I have a question not addressed in FAQs
MY QUESTION IS...

I-10 CMAR: ROW Stakeholder – Lamar

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/21/2024 1:00 PM

Location: DOTD HQ: Room 113 D

PURPOSE

Meeting with representatives of Lamar outdoor advertising company, describing apparent ROW needs due to design refinements, the impact to one of their existing signs, and receive feedback for the NEPA Reevaluation.

ATTENDEES

Nick Olivier (DOTD)

Kiawasha Washington-White (DOTD)

Bob Schmidt (Huval, COREX10)

Perry Franklin (Franklin, COREX10)

James Taylor (Franklin, COREX10)

Trey Roberts (Lamar)

Thorne Warner (Lamar)

Scott Snyder (Lamar)

MEETING SUMMARY NOTES

*FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS.
DECISIONS ARE SUBJECT TO CHANGE.*

Taylor began the meeting with introductions and then asked Olivier to provide an overview of the purpose of the meeting, describing the design refinements as DOTD’s response to comments by FHWA.

Taylor initiated the presentation of on-screen exhibits beginning with a brief project overview and focusing on the need for right of way acquisition along both eastbound and westbound lanes.

Lamar Corp. owns an outdoor advertising sign on the north side of Terrace Ave. at I-110. The sign is positioned in the rear yard of 1123 Terrace Ave. Lamar leases this location from heirs of Chavon White who is now deceased. Neither Lamar nor Franklin’s recent letters to the house’s street address have received a response. Both entities committed to continue trying to contact the family and will share results with the other. Lamar owes a lease payment to the family.

Roberts inquired about the noise walls along the corridor and Olivier explained that they would be clear acrylic in most areas where the interstate is elevated. Roberts asked about other Lamar assets along the corridor and Olivier confirmed that no further impacts are anticipated to Lamar signs due to the refined designs aside from this one sign at 1123 Terrace Ave.

Snyder inquired about the status of the interstate project further east – the “braided ramps” area between Acadian and College. Olivier responded that work in that area is years away as it is not within Segment 1. It would likely be 2031 before the ramps at Perkins Road are removed.

Roberts asked about the Lamar sign positioned near the Perkins Road overpass. Olivier indicated there is no need for immediate action as that area will not go to construction soon.

Action Items

1. Franklin Associates will provide Lamar with a digital copy of the on-screen presentation.
2. The first group to reach heirs of Chavon White will relay contact information to the other.

Meeting adjourned

Affected Property

I-10 WB - ADDITIONAL REQ'D R/W



- R-07, 1123 Terrace Street – (rear yard behind home owned by Chavon D. White)



Agency/Stakeholder Outreach

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/22/2024 10:00 AM

Location: DOTD HQ: Room 113 D

PURPOSE

Discuss the refinements to I-10 EB and I-10 WB from the I-10/I-110 Interchange to Dalrymple Drive and receive feedback for the NEPA Reevaluation.

ATTENDEES

DOTD

Nick Olivier
Noel Ardoin
Kiawasha White

COREX10

Bob Schmidt (HUVAL)
Sherri LeBas (GEC)
James Taylor (Franklin)
Perry Franklin (Franklin)

St. Francis Xavier Church

Reverend Henry Ihuama
Walter Williams
Niles Haymer
Judge Lisa Woodruff-White

District 10 (Councilwoman Coleman's office)

Jeffrey Colbin

Property Owner of 1138 Terrace

Ivory Lange (Property Owner)
David Lange (Ivory Lange's son)

MEETING SUMMARY NOTES

James began the meeting with introductions and explained the project limits which extend from the I-10/I-110 Interchange to the Perkins on/off ramp. James commented that the design of I-10 EB and I-10 WB are being refined from the design that was included in the Environmental Assessment that received a Finding of No Signification Impact (FONSI) approved by FHWA.

Nick explained the process in more detail. The project went through an Environmental Assessment and received a FONSI. After the project received the FONSI, the DOTD began the design process. During the design process, an Interchange Modification Report (IMR) was performed and submitted to FHWA for review. The FHWA's review requires two policy points which DOTD must address. In the eastbound direction, FHWA noted that the NEPA design places the consolidated Washington Street and Dalrymple Drive exit ramp within the system interchange of I-10/I-110, and requested alternatives for its relocation outside the interchange. The adjustment of moving the exit out of the system interchange would allow

for an exit to Dalrymple Drive but not to Washington Street. In the westbound direction, the entrance ramp from McCalop Drive connects to I-10 WB in a manner that necessitates traffic weaving across multiple lanes to reach the Mississippi River Bridge. To mitigate this weaving, the entrance ramp needs to be extended to connect with I-110 NB. When a change is made to the project that is different than what was included in the EA, the DOTD must perform a National Environmental Policy Act (NEPA) reevaluation. Part of that process is to provide outreach to the people with properties affected.

The Slide shows the Current Design and the Refined Design which addresses FHWA's IMR comments.

Current Design

The purple line denotes the Greenway which links the University Lakes to the Expressway Parish which will link to the Downtown Greenway.

A consolidated exit to Washington and Dalrymple is provided in the I-10 EB direction.

Refined Design

FHWA asked DOTD to relocate this consolidated exit further to the east as it was too close to the I-10/I-110 Interchange. The structure exit to Dalrymple now crosses over Washington Street before coming to ground level.

As in the Current Design, I-110 SB traffic will use the Terrace Avenue exit to access Old South Baton Rouge.

Motorist coming from West Baton Rouge, can exit at the Nicholson/Highland Road exit or the Dalrymple exit and use surface Streets to access Old South Baton Rouge.

Reverend Henry Ihuama asked if there will be an on ramp from Washington Street to I-10 EB. Nick replied yes.

Perry pointed out that an entrance ramp from Dalrymple Drive will be provided in the I-10 WB direction with the option of entering I-10 EB via a U-turnaround.

Referencing on-screen exhibits, James provided an overview of the geometric changes associated with the refinement of the I-10 WB design. Under the updated plan, motorists entering the ramp from McCalop Street will no longer have the option to directly merge onto I-10 WB; instead, they will be directed to access I-110 NB exclusively. This adjustment necessitates the acquisition of right of way (R/W) along the I-10 WB / I-110 NB corridor, and as a result, S. 11th Street will transition to a one-way configuration from Myrtle Street to South Blvd. He noted that the City of Baton Rouge DPW conducted a traffic study that shows 80% of the traffic on S 11th Street travel north while 20% of the traffic travel south.

Reverend Henry Ihuama (new to serving this congregation for 3 months) commented that this modification is the construction of a new high rise next to St Francis Xavier Church. He commented that they can hear all the cars as they rumble by. Nick commented that the bridge structure will be closer to the Church but that we are not physically touching the church with the refined design.

Roll Map

The attendees turned their attention to a large roll map on the table depicting the proposed refined design.

Judge White asked, “what is the direct impact on the church?”

James pulled up the graphic in the PowerPoint of the apparent existing right of way line and the estimated required right of way line.

Nick reiterated that this change is required due to FHWA’s comments on the IMR. Nick commented that DOTD did explore alternatives such as more signing with the Current Design or not including this ramp. Nick explained that this is the first step in the NEPA Reevaluation process which is to meet with impacted property owners. The ramp is not a done deal at this point.

Nick offered to provide flagged stakes in the field to show where the existing right of way line and the proposed required right of way line are located.

Walter Williams commented that in 1961, we lost the High School due to the construction of the interstate. He explained that when he was young boy he would stand on the steps of the church and couldn’t figure out why the parishioners built the church so close to the interstate. Then when he became older, he learned and understood what occurred. The church was there first and the interstate was built close to the church. Mr. Williams expressed concern over the church vibrating due to the closeness of traffic and that this design DOTD is proposing is not acceptable. Right now, it is difficult to sleep this close to the interstate. (The Reverend’s room is on the side of the rectory building next to the interstate). The church shakes when large trucks pass and “it is worse than an earthquake” which Williams experienced in California.

Ms. Lange commented that there are beautiful stations of the cross in the church. She also commented that she has trouble sleeping with all of the traffic noise (at her residence at 1138 Terrace.)

Bob Schmidt commented that the project will include noise walls as mitigations to which Noel reminded Bob that a noise wall analysis will be performed and the analysis will be used to determined whether or not noise walls will be included.

Nick pointed out that noise walls are currently being constructed on the College Flyover project and they are crash tested noise walls with a large steel piece running horizontally as rails across the noise walls. If DOTD’s noise analysis shows noisewalls are needed, then they will be constructed.

Reverend Henry Ihuama commented that noise walls do not change the vibration. In addition, looking at the map, it appears that the church parking lot is being affected.

Nick replied that if this refinement changes the parking lot, that DOTD can modify the Joint Use Agreement with EBR City-Parish and provide parking under the interstate.

Reverend Henry Ihuama inquired about the construction duration to which Nick replied from 2026 to 2031 but that doesn’t mean that construction will be taking place in the location of the church for all of the 5 years.

Reverend Henry Ihuama replied that nighttime construction work disturbs people at night – no sleep.

Judge White commented that one way to compensate or mitigate the impact, would be to provide the church with property just east of the hall, the Ice House property. The church has been interested in that property for some time.

Judge White mentioned eminent domain to which Nick replied that we are early in the process. A negotiations process would occur first.

Judge White stated that the Ice House property is for sale now to which Nick replied that before we could begin right of way negotiations the NEPA reevaluation would need to be complete and approved which we estimate to be March/April of 2025.

Reverend Henry Ihuama asked when can you stake the property and how soon can a town hall meeting at the church be held. The members of the church will want to hear from DOTD. The congregation will not be happy.

Nick responded saying, let's get the right of way staked first and then attend a Town Hall meeting. He anticipates needing about a month to get the right of way staked, anticipating completion by the end of November.

Nick commented that today is just the initial meeting and explained that this project is a CMAR project and we will look to see if we can make changes to reduce the proposed required right of way.

Judge White replied that a 1' to 2' reduction would not make a difference. Not only noise and vibration are a problem but also noises from crashes. Church members worry about bumpers and tires falling onto the roof. It sounds like the noise wall may provide more protection. Nick explained that the concrete barrier is 36 inches high and then on top of that (if the noise analysis shows the need for a noise wall,) the noise wall would extend 11 feet above the concrete barrier. Nick pointed out that the panels are acrylic.

Walter Williams asked about past community input. Nick and Noel replied that there were numerous meetings held during the Environmental Assessment.

Reverend Henry Ihuama commented that this is the closest encroachment onto church property since the interstate project destroyed the High School. This will really destroy the church.

Attorney Niles Haymer, a churchmember, commented that "we don't want what happened in the 1950s and the 1960s to happen again. We didn't have a voice then but we have a loud voice now." The community has PTSD from this impact in the early 1960s and it has been a thorn in our sides ever since. Economically something should be done when a black community is devastated.

Nick commented that this outreach is important to us. We will take your concerns seriously. We are following the laws and guidelines established by NEPA and related legislation, pertaining to transportation infrastructure projects. Today is an initial informational meeting. You have a voice and this is not a "done deal."

Both Mr. Williams and Reverend Henry Ihuama expressed that they are really upset right now.

James commented that he would like to go ahead and finish the on-screen presentation, a copy of which will be provided following the meeting. He showed the slide with the other church-owned mid-block parcel near Terrace Avenue.

Walter Williams commented that the new high-rise structure will be right by where Father Henry sleeps. There is already a lot of “post traumatic stress”. The interstate being built next to our church in the 1950’s and 1960s has been a thorn in our side and this is the 21st Century and here we go again through a black community. Property is taken from our community in order to pass through our community which prevents money from being spent in our community. Anything you can do to help us stay whole so that the church can provide a consistent presence in the community.

Noel summed up the concerns she heard which are noise, vibration, access, and parking. She requested that they provide a list of the impacts and suggest mitigations.

Walter Williams commented that there is no way to make this better. What you are proposing is too close to the church period and too close to the rectory. The ramp needs to go somewhere else. Nick reiterated that this is not a done deal. What happened in the 1950s and 1960s won’t happen again. We want everyone to be happy.

Reverend Henry Ihuama invited DOTD again to the church and commented once more that this won’t work.

Next steps were discussed which is for the church to send their comments to Perry and James. (James distributed business cards to all guests.)

Nick commented that we will perform the land boundary survey and come to the church prior to the Town Hall meeting to walk the property.

1138 Terrace Ave

Ivory Lange stated that she is interested in being bought out due to cracks in her home. James asked if she received a letter from DOTD regarding her property to which she responded no. She asked James to send the letter to 9129 Staring Court, Baton Rouge, LA 70808. James also obtained Ms. Lange’s email address and will send a copy of the letter via email.

Note: The Lange’s received notice of the project through the outreach of Councilwoman Carolyn Coleman’s office. They learned of this meeting with church elders and attended. Because the focus of this in-person meeting was the church property, an additional meeting offer may be extended to the Lange family, pending agency decisions on westbound design refinements.

Meeting adjourned

Sign-In Sheet

Project: 1-10 CHAR

Date: 10-22-24 Time: 10 AM

Purpose: ROW STAKEHOLDERS

Location: DOTD HQ RM 113



Full Name	Company, Agency or Entity	Email Address	Phone Zip Code
1. JAMES TAYLOR	FRANKLIN ASSOCIATES / COREXIO	james@franklinassociates.com	
2. Henry Ihuoma	St. Francis Xavier Parish	henry95ugo@gmail.com	(240) 688-5440
3. Walter Williams	ST. FRANCIS XAVIER	wkw1022@hotmail.com	225-205-8592
4. Kiawasha White	D.O.T.D.	Kiawasha.white@la.gov	225-242-4893
5. Noel Ardoin	DOTD	noel.ardoin@la.gov	225-242-4501
6. Nick Olivier	DOTD	nicholas.olivier@la.gov	225-319-1133
7. ^{IVORY LANGE} Daniel Lange (son)	PROPERTY OWNER 1138 TERRACE	ivorylange@yahoo.com	9129 STARING LN. BRLA 70808
8. Niles Haymer	St. Francis Xavier	niles@haymerlawfirm.com	225-205-9386
9. BOB SCHMIDT	COREXIO		
10. SHEERI LEBAS	COREX IO		
11. Jeffrey Corbin	District 10 - Grandview Culena	jcorbin@brla.gov	225-229-4820
12. Perry Franklin	COREX IO		
13. JUDGE LISA WOODRUFF-WHITE	ST. FRANCIS XAVIER		
14.			
15.			

Affected Properties

I-10 WB - ADDITIONAL REQ'D R/W



- **R-03a**, 1120 Myrtle Walk – St. Francis Xavier Roman Catholic Church Sanctuary
- **R-03b**, 1134 Julia Street – Church Rectory, rear parking, and shed
- **R-06**, 1143 S 11th Street – vacant, mid-block parcel facing I-110 between Terrace & Julia Streets



Additional
parcel,
next slide



church

Julia Street



Current Conditions



Front of Church: view south from Myrtle St.



Rear of Church: view north from Julia St.

I-10 CMAR: ROW Stakeholders- St Francis Xavier Church Leadership

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 10/28/2024 11:00 AM

Location: DOTD HQ 1201 Capitol Access Rd., Baton Rouge; Conf. Rm 113D

PURPOSE

This was a follow-up stakeholder meeting at DOTD HQ concerning St. Francis Xavier Catholic Church property during which DOTD project managers provided information about the I-10 project, specifically about the agency’s direction for the I-10 WB on-ramp.

ATTENDEES

Nick Olivier (DOTD)
Chad Winchester (DOTD)
Noel Ardoin (DOTD)
Jacques Berry (State of LA)
Edmond Jordan (State Rep.)

Church Stakeholders:
Fr. Henry Ihuoma
Walter Williams
Debora Lamotte Smith
Christopher Rogers (SFX school)
Lisa Woodruff-White
Patricia Smith (former State Rep.)
Niles Haymer

MEETING SUMMARY NOTES

*FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS.
DECISIONS ARE SUBJECT TO CHANGE.*

DOTD explained the decision to pursue the Louise St. WB entrance ramp removal in lieu of a ramp extension to Government St. This decision was an attempt to mitigate for acquisition of Church property (no relocations) through design refinements and traffic analysis. The design refinement is in response to strong opposition from the Church resulting from viewing the Louise WB entrance ramp extension.

Topics discussed included:

- Church history
- Socio-economic impacts
- EJ analysis and impact
- Timeline

- Design refinement at the Washington – Dalrymple consolidated interchange (Option D-2)
- How to submit comments
- Additional coordination
- Construction impacts
- Parking impacts
- Noise

No new exhibits were presented at the meeting. Following this meeting and at DOTD’s request, a project comment form was provided electronically (PDF) to Fr. Ihuoma by Franklin Associates for church member’s use.

Meeting adjourned

Re: Meeting with St. Francis Xavier Church

10/28/2024 H.004100: I-10 BR Widening

Name	Representing	e-mail / phone
Nick Olivier	DOTD	nicholas.olivier@la.gov 225-379-1133
Noel Ardoin	DOTD	noel.ardoin@la.gov 225 242 4501
Chad Winchester	DOTD	chadwinchester@la.gov
Deborah Lamotte Smith	SFXCC	slujaguar85@gmail.com
Christopher J. Rogers, Sr.	SFX school	Crogers@sfxbr.org
Lisa Wood Ruff-White	SFX	j1ww0922@gmail.com
Fr. Henry Ihuoma		2406885440
Walter Williams	S.F.X	wkw1022@hotmail.com
Edmond Jordan		jordane@legis.la.gov
Patricia Smith		phs51@br@adl.com
Niles Haymer	SFX	nhaymer@ebrcjcc.org
Jacques Berry		Jacques.Berry2@la.gov

I-10 CMAR: Stakeholder Briefing – Metro Council Dist. 10 and DPW

H.004100 I-10 (LA 415 to Essen Lane on I-10 and I-12), WBR and EBR Parishes

Meeting Date: 11/20/2024 8:30 AM

Location: DOTD HQ 1201 Capitol Access Rd., Baton Rouge, LA; Room 113D

PURPOSE

Provide local elected and public works officials with a status update on design refinements to Segment 1 of the I-10 project and subsequent planned community engagement efforts.

ATTENDEES

Carolyn Coleman (Dist. 10 MetroCouncil)
Fred Raiford (EBR DPW)
Nicholas Olivier (DOTD)
Bob Schmidt (Huval, COREX10)

Sherri LeBas (GEC, COREX10)
Perry Franklin (Franklin, COREX10)
James Taylor (Franklin, COREX10)

MEETING SUMMARY NOTES

*FOR DELIBERATIONS ONLY. NOTES ARE A PARAPHRASE OF DISCUSSION POINTS.
DECISIONS ARE SUBJECT TO CHANGE.*

James welcomed attendees and initiated the on-screen exhibits.

Nick described the evening meeting held (10/9/2024) at St Francis Xavier Catholic Church to discuss the extension of the I-10 WB entrance ramp to I-110 NB. and He also mentioned the 50 written comments that were received following the church meeting. Nick stressed that DOTD does not want to further negatively impact the church. The decision has been made to pursue complete removal of I-10 WB ramp #1, rather than extend it north to I-110 NB which would have required church property as Right of Way (ROW). Preliminary traffic analysis indicates that no mitigation improvements will be required on existing surface streets as the traffic analysis results show they can accommodate the traffic volume changes.

Fred confirmed understanding that the design refinement is now the full removal of the I-10 WB on-ramp from Washington St.

Nick further explained that the removal of ramp will help satisfy FHWA's policy review comment of the Interchange Modification Report as it will provide an improved design by eliminating the weave of I-10 WB and I-110 NB traffic. Because the ramp is now being removed and property not being acquired for the extension of the ramp, DOTD will not be able to provide mitigation treatments to address noise from I-110 through this H.04100 project in this area

Bob clarified that the removal of the existing ramp is still a change and will require community engagement to inform residents and businesses and will be included in the NEPA Reevaluation. The COREX10 team is preparing for this. Also, DOTD is undertaking a new noise study recognizing the design refinements. Results will identify what areas of noise walls will be federally eligible for funding.

Nick commented on the newly installed acrylic panel noise walls along College Dr flyover, noting that the department is getting feedback from nearby businesses who would prefer the clear panels to maintain views of their businesses. He also further discussed the surface street traffic at Dalrymple Drive and Lorri Burgess Avenue and that the traffic analysis shows no modifications to the current design are needed due to the removal of the I-10 WB entrance ramp.

Fred emphasized his concern is traffic impacts stating he has heard concerns expressed from neighborhood residents. Overall, he concurs that DOTD's new approach is appropriate, but it needs to be communicated to the residents and that the least amount of impact to the people living in the area is critical.

Nick agreed with the public outreach efforts planned for the coming months. Nick reiterated that DOTD won't be able to provide mitigation for noise and vibration through this I-10 CMAR project for the area of the church since ROW will not be required. We can, however, restore parking beneath elevated I-110.

Councilwoman Coleman stated she was in attendance at the church meeting, and that the big take-away is that DOTD won't physically impact the church campus property. She sensed a tone of relief following the meeting.

Fred asked what could be done to mitigate vibration and traffic noise on I-110?

Nick has discussed this issue with others at DOTD and there is a downside to sound absorption treatments. If we cover the steel girders in sound absorption materials it hampers our ability to inspect them.

Fred described concerns expressed by citizens elsewhere along the interstate corridor. Night lighting on portions of I-10 have been turned off due to construction activity, and nearby residents dislike the resulting darkness, feeling it unsafe. Nick will discuss this with the contractor to see where lights might be restored – at least temporarily. The utilities get cut off by Entergy depending on where the electrical feed originates. Sherri commented that having interstate lights on and off inconsistently on a roadway creates dark and light spots which could be a safety issue and that in lieu of lights the striping and reflectorized markers help illuminate the roadway for the motorist.

Coleman asked that this be communicated to the residents and businesses. It would make her and Fred's jobs easier if residents understand why and when.

Nick noted because the ramp will be removed, that homeowner Ivory Lange (1138 Terrace) will no longer be considered for ROW acquisition. Lange expressed a desire to sell and move due to interstate noise during a previous stakeholder meeting. James commented that he will be sending out letters to the WB property owners who previously received letters regarding the proposed extension of the I-10 ramp to I-110 NB will receive new letters retracting the expressed need for property purchase negotiations.

Perry noted that removal of the WB on-ramp, and design refinements of the EB exit to Dalrymple, will change the viewshed of properties along McCalop and Braddock Streets. Their views, currently blocked by ramps, will be opened to see beneath the elevated interstate and future CSS amenities proposed there. Also, removal of Washington Street exit (I-10 EB) will reduce traffic volume on Braddock.

Councilwoman Coleman emphasized the need for the team to relay this information to Rev. Spurlock at Fairview Baptist Church on Braddock Street.

Fred concluded that he believes these results will be fine. There will be no adjustment to S 11th Street north of Myrtle at the BREC recreation center. He is hopeful that these refined plans get approved via the reevaluation document in the spring of 2025.

Action Items

1. COREX10 to conduct public engagement within the EJ community as planned to inform residents, businesses, and institutions of design refinements to the interstate plans.
2. Ensure Councilwoman Coleman's District 10 office is informed of this messaging to the EJ community.
3. Franklin to mail letters to ROW stakeholders along I-10 WB retracting the expressed need for property purchase negotiations.

Meeting adjourned



I-10 CMAR Project

Baton Rouge, Louisiana
State Project # H.004100

Project Briefing
November 20, 2024



i10br.com

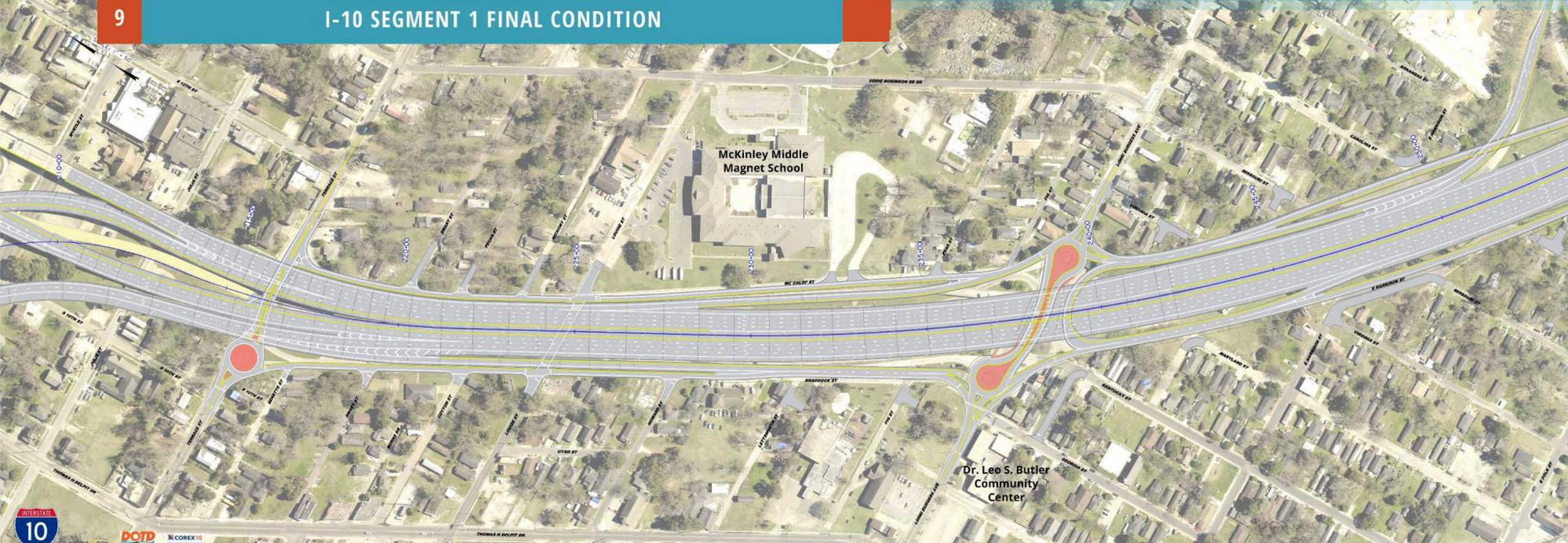
Agenda

1. Approved Design
2. Refined Design
3. Sequence of Construction
4. Project Timeline





I-10 Segment 1, Exhibit 1



DOTD COREX10

I-10 Segment 1, Exhibit 2



I-10 Segment 1, Exhibit 3



I-10 Segment 1, 2024 Refined Design

- I-10 westbound on-ramp from Washington Street is removed.

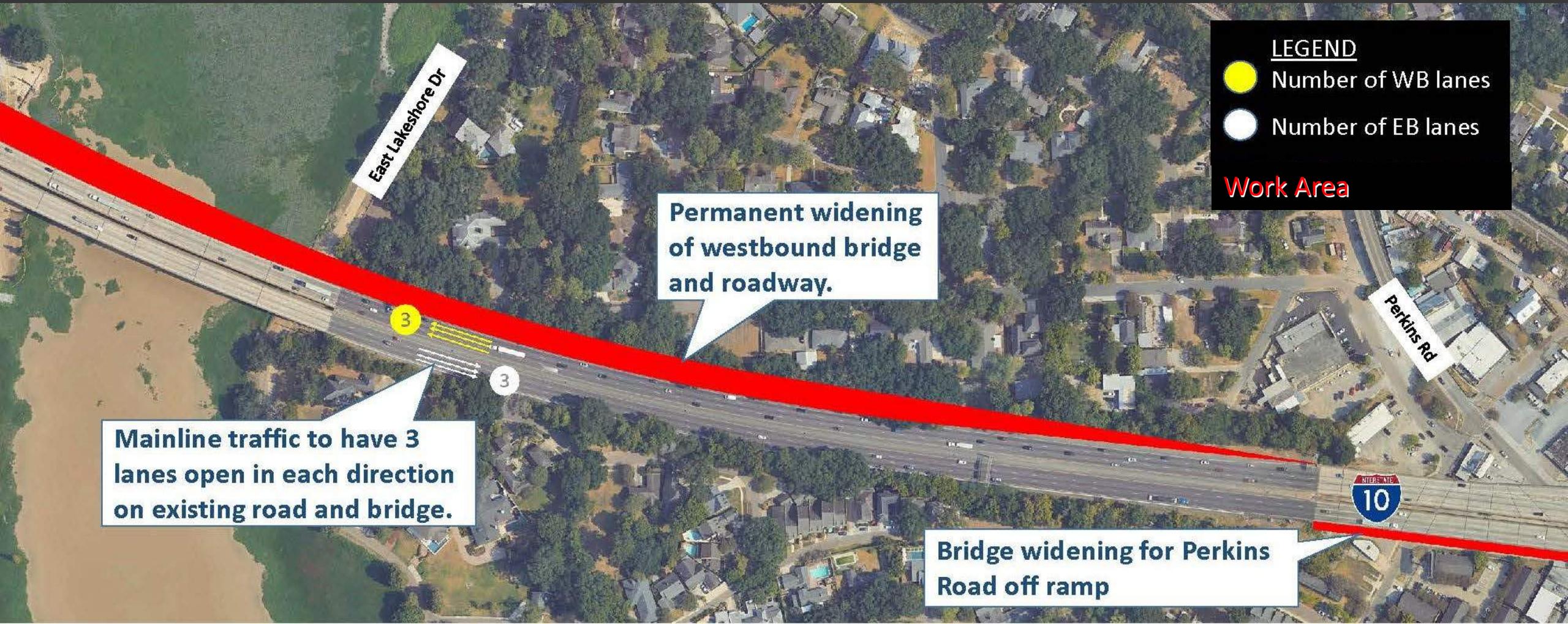


I-10 Segment 1, 2024 Refined Design

- Same as previous, but also showing multi-use path (green) and sidewalks (red)

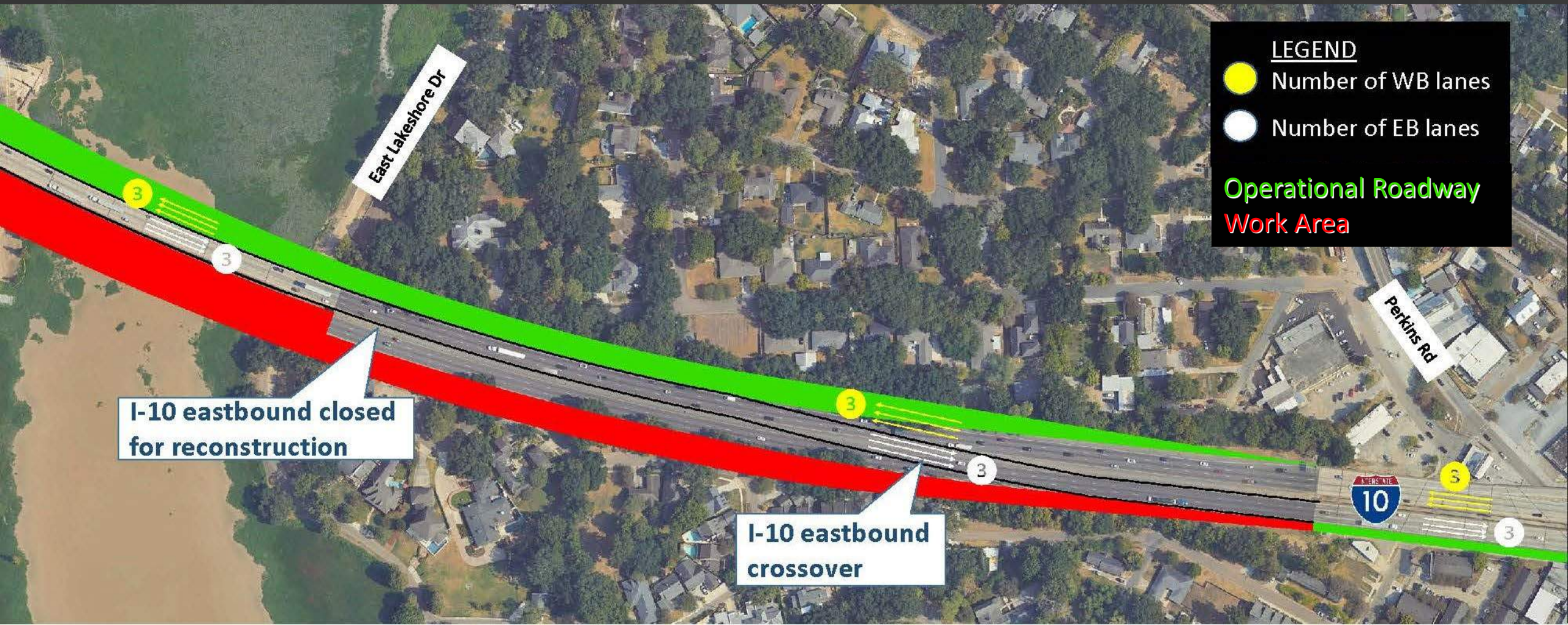
Stages of Segment 1 Construction

Stage 1



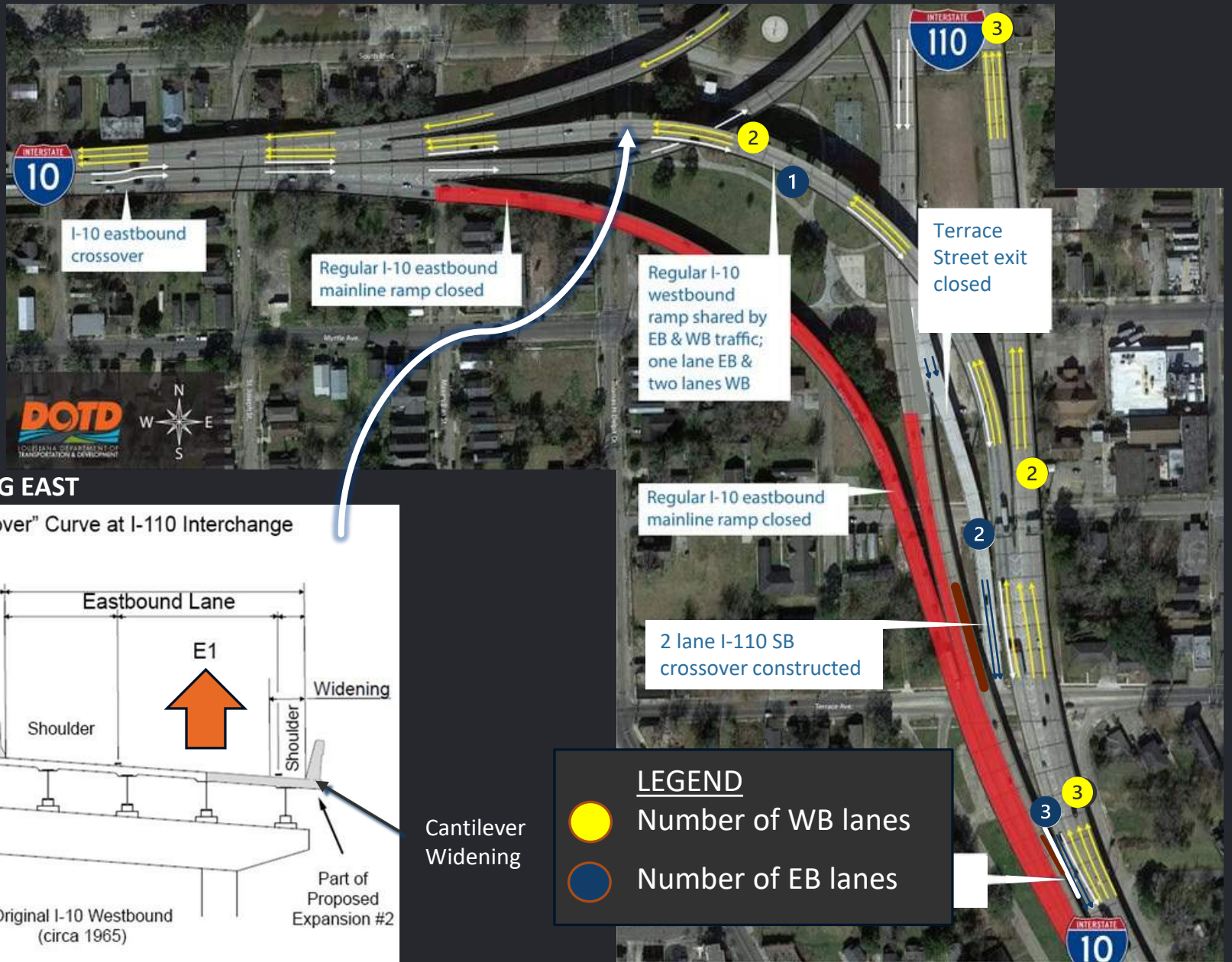
Stages of Segment 1 Construction

Stage 2



STAGE 2

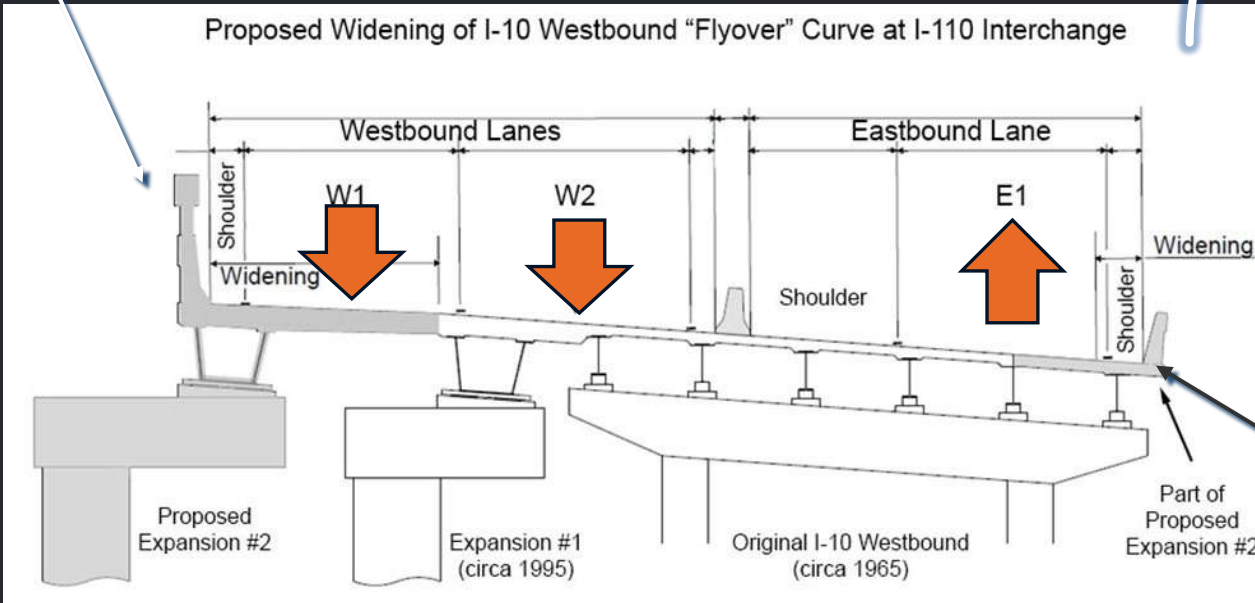
OPERATIONS



Widening on New Substructure

CROSS SECTION VIEW FACING EAST

Proposed Widening of I-10 Westbound "Flyover" Curve at I-110 Interchange



Cantilever Widening

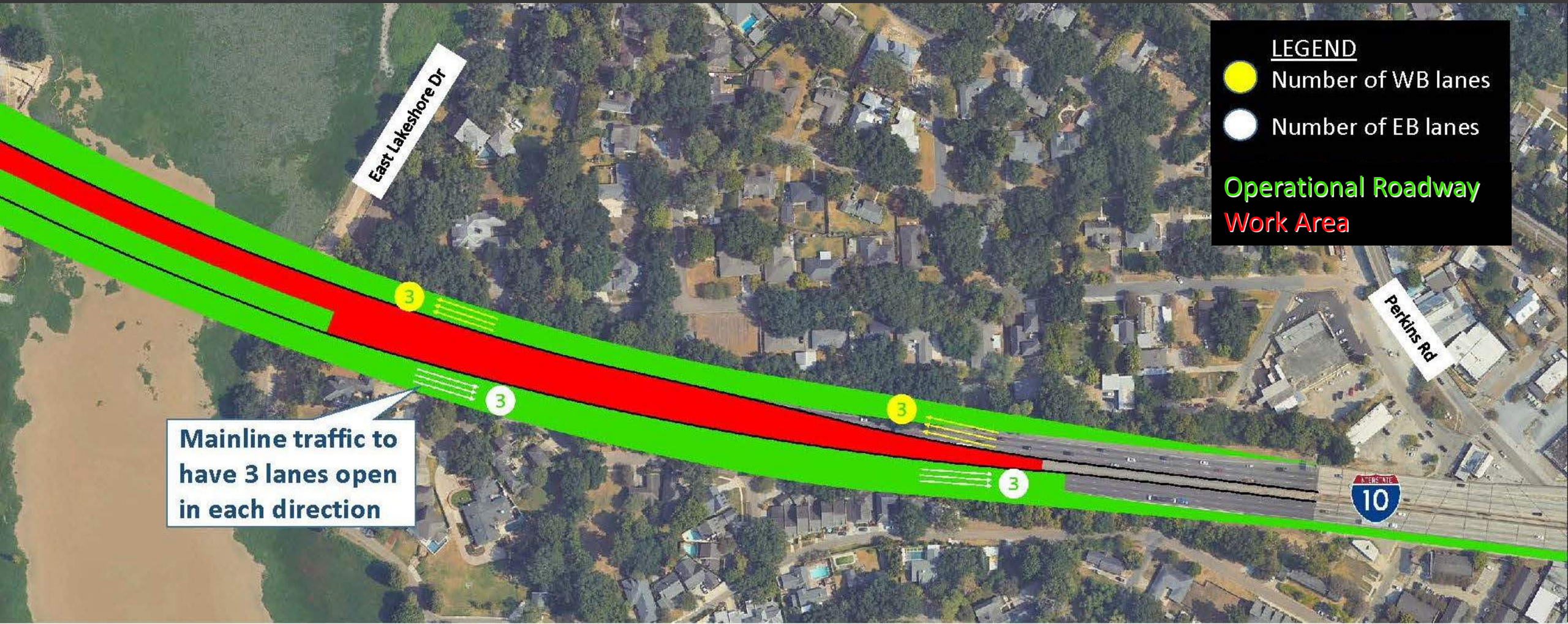
LEGEND

- Number of WB lanes
- Number of EB lanes

Subject to Change

Stages of Segment 1 Construction

Stage 3



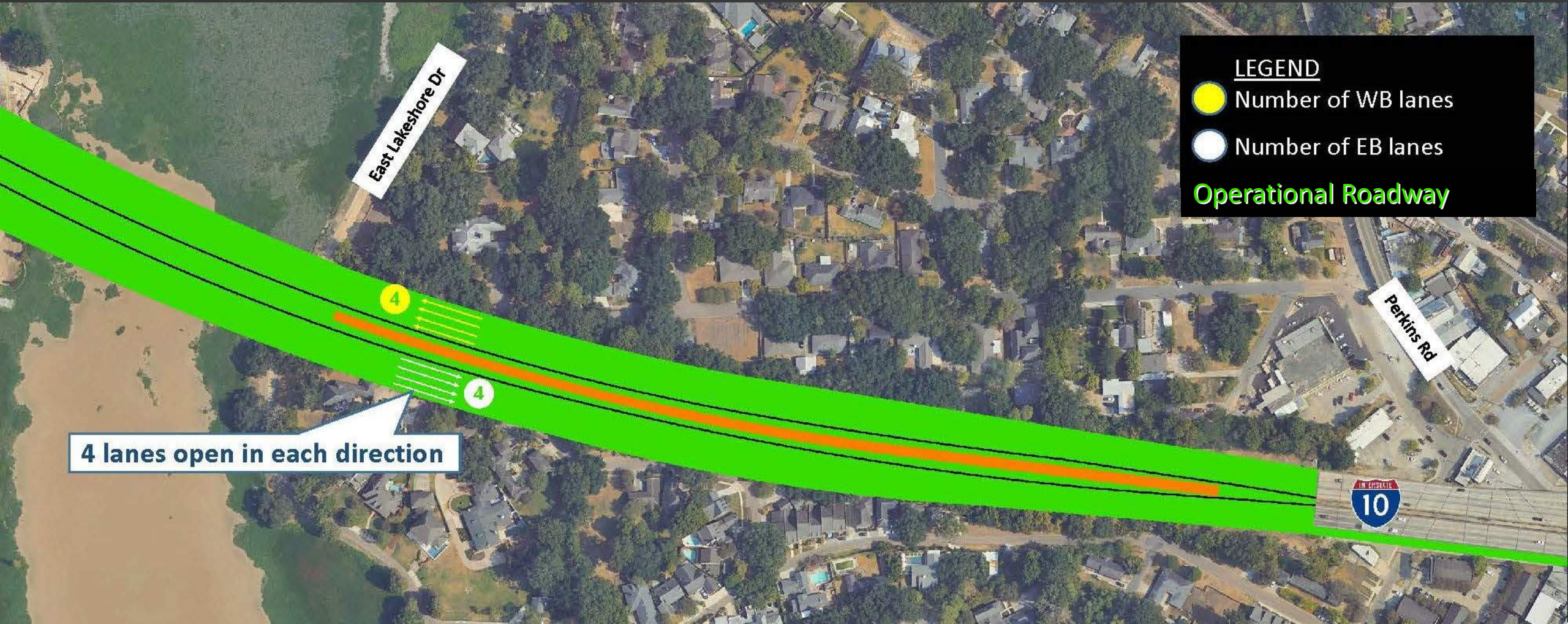
Stages of Segment 1 Construction

Stage 4



Stages of Segment 1 Construction

Stage 5



Stages of Segment 1 Construction

Final



Anticipated Segment 1 Schedule

November 2024
Subject to Change

2023—2025

Stage 1

Permanent construction of WB City Park Lake Bridge

2025—2026

Stage 1
Flyover

Widen Westbound Flyover Curve (inside lane) towards
Mississippi River Bridge.

2026—2031

Stages 1
thru 5

Remove and rebuild westbound and eastbound I-10.

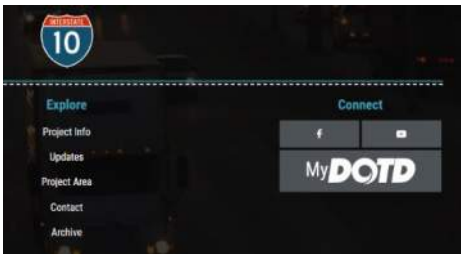
FOR MORE INFORMATION

I10BR.COM

Website	Email
www.i10br.com (also sign-up for e-news)	info@i10br.com



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[How To Sign Up For MyDOTD](#)



SAMPLE LETTER



Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

October 10, 2024

S.P.NO. H.004100
F.A.P.NO. H.004100
ROUTE I-10
EAST BATON ROUGE PARISH

[REDACTED] 08

Dear Property Owner,

The proposed construction of the captioned highway project has made it necessary for representatives of the Louisiana Department of Transportation and Development to request a meeting with you concerning the property described below, located in Baton Rouge.

The records of the Parish Assessor's office indicate that you own the following described property:

- Parish Assessor ID# [REDACTED], [REDACTED] in BURKE, J. J. ESTATE subdivision, a property [REDACTED] near elevated I-110 in Baton Rouge

A graphic representing this property accompanies this letter. We respectfully request your response so that a meeting with DOTD might be scheduled to discuss potential acquisition for public right-of-way related to interstate construction.

You may respond by telephone at (225)768-9060
or by email to james@franklinassociates.com
or by letter at the following address:

Franklin Associates
Attn: James Taylor, RE: I-10
250 S. Foster Drive
Baton Rouge, LA 70806

FRANKLIN ASSOCIATES, ACTING ON BEHALF OF THE
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
STATE OF LOUISIANA

JAMES TAYLOR
PUBLIC INFORMATION CONSULTANT

JT

Cc: Mr. Nicholas Olivier, P.E., DOTD Critical Projects Division
Ms. Kiawasha Pierre-White, DOTD Right of Way Region 4 Supervisor

SAMPLE LETTER



Environmental Section
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-242-4502 | fx: 225-242-4500

Jeff Landry, Governor
Joe Donahue, Secretary

Depicted by the graphic below from the Parish Assessor's map is the subject property referenced in this letter.



SAMPLE LETTER



Office of the Secretary
PO Box 94245 | Baton Rouge, LA 70804-9245
ph: 225-379-1200 | fx: 225-379-1851

Jeff Landry, Governor
Joe Donahue, Secretary

December 19, 2024

S.P.NO. H.004100
F.A.P.NO. H.004100
ROUTE I-10
EAST BATON ROUGE PARISH

[REDACTED]
Baton Rouge, LA 70802

Dear Property Owner,

In late September 2024 you were sent a letter via certified mail indicating there appeared to be a need for right-of-way acquisition for the interstate widening project in Baton Rouge involving property you own along or near westbound I-10 or northbound I-110.

Further analysis and community engagement has led DOTD to modify the design to entirely remove the on-ramp from Washington Street (Lorri Burgess Ave.) to I-10, rather than to extend the on-ramp further north along I-110. **With this letter we are withdrawing the previous notification of potential right-of-way acquisition from your property parcel for this Project.**

If you have any questions I can be reached by telephone at (225)768-9060, or by email to james@franklinassociates.com, or by letter at the following address:

Franklin Associates
Attn: James Taylor, RE: I-10
250 S. Foster Drive
Baton Rouge, LA 70806

FRANKLIN ASSOCIATES, ACTING ON BEHALF OF THE
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
STATE OF LOUISIANA

A handwritten signature in blue ink that reads "James C. Taylor".

JAMES TAYLOR
PUBLIC INFORMATION CONSULTANT

JT

Cc: Mr. Nicholas Olivier, P.E., DOTD Critical Projects Division
Ms. Kiawasha Pierre-White, DOTD Right of Way Region 4 Supervisor